CYCLE NEWS®

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Indy Supercross

McGrath bounces back

Interview

Miguel DuHamel: Harley's main man

TIME DATED MATERIAL MAILED MARCH 22, 1994

IN THE WIND

Former 125 and 250cc World Champion **Donny Schmit** (Yam) scored the win at the opening round of the 250cc World Championship Motocross Series in Talavera de la Reina, Spain, March 20. Riding an all-black Chesterfield YZ250, the American turned in 3-1 moto scores to defeat Frenchman **Yves DeMaria** (Hon), who finished second in both motos. Rounding out the top five were defending champ **Greg Albertyn** (Suz), from South Africa, Italian **Andrea Bartolini** (Yam) and American **Trampas Parker** (KTM). Belgian **Stefan Everts** (Kaw) was leading both motos, but broke a hub in moto one, then, in the second outing, he lost his kickstart lever and was unable to restart his bike after stalling.

Randy Hawkins (Suz) narrowly held off **Rodney Smith** (Suz) to win the first round of the AMA National Reliability Enduro Series in Arkansas' Ozark National Forest, March 19-20. Hawkins bested his teammate by less than three seconds over the two days of racing. Unofficial results have **Fred Hoess** (Hus), **Duane Conner** (Yam) and **Steve Hatch** (Suz) filling out the top five.

Vance & Hines Yamaha's **Jamie James** will ride a Yamaha YZF600 for the entire AMA/CCS 600cc Supersport Series, according to Yamaha. James, who finished third behind Smokin' Joe's Racing's **Mike Smith** and Muzzy Kawasaki's **Steve Crevier** in the YZF's debut race at Daytona International Speedway on March 13, will attempt to win the 600cc title, while also racing for the AMA U.S. Superbike Series crown on his Yamaha YZF750 Superbike. "I went to Yamaha after Daytona asking to race the YZF600 for the entire season because I was so impressed with the power and handling," James said. "Finishing third in our first race is just the beginning. With a little fine tuning from Jim Leonard and the Vance & Hines crew, we feel we will have a competitive year." James's Vance & Hines teammate **Colin Edwards II** will not compete in the 600cc series, but will concentrate his efforts solely on the superbike series.

Australian road racer **Mat Mladin**, the 22-year-old who rode a factory Cagiva in the World Championship Road Race Series in 1993, won the opening round of the Australian Superbike Championship on March 6. Mladin, who was let go by the Cagiva team, rode an Akai-backed Kawasaki to the pole position, two race wins and a new lap record at Sandown International Raceway in Melbourne.

It was a Kawasaki sweep at the GNC Finals, held at Lake Whitney Cycle Park in Whitney, Texas, March 18-20. **Kevin Windham** (Kaw) swept the 125 and 250cc Expert classes. **Casey Johnson** (Kaw) and **Roy Schellenberger** (Kaw) finished second and third, respectively, in the 250cc class, and swapped those positions in the 125cc division. **Jeff Willoh** (Kaw) was the dominant Intermediate class rider, sweeping the 125cc Stock, 250cc Stock and 250cc Modified Intermediate classes with ease. Willoh crashed in the 125cc Modified Intermediate class, leaving the win to **Billy Akers** (Kaw). **Ricky Carmichael** was the mini class hero, topping the 12-13 year-old Stock and Modified, and 7-16 year-old Open Mini classes.

More on the **single-shocked Harley-Davidson XR750 frame** that is being developed by former Grand National Champion **Chris Carr**: the **Terry Knight**-built chassis incorporates the use of a White Power shock, and will be available sometime in the near future. "Our test results at the Barberville races during Bike Week were favorable," said Carr. "What we are hoping to accomplish is to design a chassis that will hook up in the apex of the corners better on rougher or slicker tracks. We've been working with Jim Lewis of White Bros., and he has the shock dialed in pretty well. The (April 23) Sacramento Mile will be the big test. We know that we can win with our other chassis, but we want to give the single-shocker a fair shake." Carr added that he plans to use the new chassis at both mile and half-mile races.

Montesa and **Gas Gas** motorcycles have announced that they will donate one new trials motorcycle to the **El Trial de Espana Raffle** to be held on May 1 at the ETDE at Perris Raceway in Perris, California. Funds raised by the ETDE raffle will go to support the U.S. Trial des Nations team at the 1994 Trial des Nations in Andorra. Tickets will sell for $1 each or $10 per book. To obtain raffle tickets, send a self-addressed stamped envelope to ETDE, 9446 Guilford Ave., Whittier, CA 90605.

Entries are now open for the July 4th running of the **Pikes Peak Hillclimb** "Race to the Clouds." The Pikes Peak Auto Hill Climb Educational Museum, the organizers of the event, have limited the motorcycle/ATV field to 85. For more information call Bill Brokaw at 719/473-3277.

German **Bernhard Schick**, the man who crashed on the front straightaway at Daytona International Speedway during the Daytona 200, prompting the stoppage of the race, is recovering in Daytona Beach, Florida. Schick's main injuries were damage to ligaments in his knees and also some ligament damage to a thumb. Schick reports that a lot of American fans have sent him letters and have called him, and he thanks them all.

In our coverage of the AMA/CCS 750cc Supersport final at Daytona International Speedway, we incorrectly reported that the Kawasaki raced by Sport Rider magazine's **Lance Holst** was prepared by Rob Muzzy, when in fact it was Jake Van Vleet who spun the wrenches on the bike. Holst, who finished 13th at Daytona, will be racing the Rob Muzzy support bike again at Phoenix International Raceway on March 26.

White Bros. and **WP Suspension** are offering a contingency program for Willow Springs Motorcycle Club road racers, offering awards in 600cc SuperStock, 600cc Modified Production, 650 Superbike and Formula One. Prizes will be awarded in certificate form - $75 for first place, $50 for second and $25 for third. For more information call Marcus Falley at 714/692-3404, ext. 245.

The Flammini Group has announced that both **Ford** and **Sarema** will be the title sponsors of the World Championship Superbike Series in 1994. Sarema, an Italian cash register manufacturer, joins Ford, who backed the series last year. "Ford has faith in the superbike championship and we are very proud of that," said Paolo Alberto Flammini, sales manager of the Flammini Group. "As a matter of fact, Ford is now the third (largest) car manufacturing company in the world and is very strong on the European, the U.S. and the Southern American market. The World Superbike Championship has now a wide television coverage both in Italy and abroad since top riders take part in it. That is the reason why Ford has decided to increase its sponsorship for the racing season 1994."

Promoters for the March 26-27 running of the **Glen Helen/Prairie Dog Grand Prix** have lowered the entry fee for the exhibition night race to be held on Saturday, March 26 at the Glen Helen OHV in San Bernadino, California. The fee has dropped to $15 and the night race class winners will receive a Glen Helen season pass.

Southeastern Sportbike will conduct their first open track practice of the year on Saturday, April 16 at Talladega Gran Prix Raceway. For more information call 404/984-2606.

Harley-Davidson recently donated $100,000 to the National Motorcycle Safety Fund - the largest-ever contribution in the fund's 14-year history. Money contributed to the National Motorcycle Safety Fund is used to support the programs of the Motorcycle Safety Foundation.

The **Coors Extra Gold Freedom Ride** will be held in Colorado on Sunday, June 26. The ride will combine three rides, one in metro Denver, one in southern Colorado and one in northern Colorado, that will benefit the Muscular Dystrophy Association. For more information call the MDA at 303/691-3331.

Indian Motorcycle Illustrated, the world's only magazine devoted to Indian motorcycles, will change frequency and now be published quarterly, according to TAM Communications, Inc., the magazine's publisher.

Vintage Motorcycle Days 1994, the AMA's annual celebration of the history of motorcycling in America, will be held in Powell, Ohio, on July 22-24. The event will feature three days of activity only minutes away from the AMA's Westerville, Ohio, office and the Motorcycle Heritage Museum. For more information call Bruce Truxall at 614/891-2425.

Pomona Fairplex gets a facelift

Track preparations for the upcoming AMA U.S. Superbike National Championship round to be held at the Pomona Fairplex in Pomona, California, were started the week of March 14. Paving contractors have re-paved the 2.1-mile, 13-turn race track that will host the LA Superbike Championship on April 8-10. Photo by Race West Productions, Inc.

Cadalora quick in IRTA test

Marlboro Yamaha's Luca Cadalora (right) was the fastest of the 500cc Grand Prix riders during the final shakedown test for the Australian Grand Prix on March 27. The Italian circulated the Eastern Creek circuit near Sydney, Australia, in one-minute, 30.86-seconds on Sunday, March 20 - just one week prior to the season opening Australian GP.

The second fastest rider in the two-day IRTA test session was John Kocinski. The factory Cagiva rider lapped in 1:30.97, just ahead of Honda Team HRC's Michael Doohan's 1:31.28. Lucky Strike Suzuki's Alex Barros, Honda Team HRC's Shinichi Itoh, Marlboro Yamaha's Daryl Beattie, Ducados Honda's Alberto Puig, Honda Team HRC's Alex Criville, Cagiva's Doug Chandler and Slick 50's Niall Mackenzie rounded out the 10 fastest 500cc testers. Lucky Strike Suzuki's Kevin Schwantz, the defending 500cc World Champion, didn't ride during the two-day session because he is still recovering from the broken arm he suffered recently after falling off his mountain bike. Schwantz, though, is expected to compete in the GP on March 27.

Italian Loris Capirossi was the fastest of the 250cc testers, circulating in 1:31.78 on his Marlboro Team Pileri Honda NSR250. HB Racing Italy's Doriano Romboni was second fastest at 1:32.08, with Tadayuki Okada third on the Kanemoto Honda at 1:32.46. Defending World Champion Tetsuya Harada was fifth fastest at 1:33.00 on the Yamaha Motor France TZM250.

Pro Italia Motors in Glendale, California, will present the photography of **Jesse Alexander** until April 16. Alexander's black and white photographic retrospective, featuring Giacomo Agostini and the MV Agusta, will be on display at the Ducati, Bimota and Moto-Guzzi dealership. For more information call Bill Nation at 213/466-8159.

Cycle News contributor **Alan Cathcart** has signed up to race in two classes at the Australian TT in Bathurst, New South Wales, Australia on April 1. Cathcart will ride a Ducati Australia Supermono in the Sound of Singles class and the Vee Two Wholesale Ducati 900 in the BEARs class for Perth, Western Australia Ducati specialist Brook Henry.

Bert's Motorcycle Mall has added **Ducati** to their lineup of motorcycle and watercraft brands sold. For more information call 818/334-1288.

Off-road racer and former member of the Old Timers MX Club **Gene Powell**, 57, died on March 14, in Long Beach, California. He is survived by his wife, Roni, three daughters, Teresa, Laura and Karen, and granddaughter Trisha.

Don't forget that the recently opened **Arrowhead Pond of Anaheim**, home of the National Hockey League's Anaheim Mighty Ducks hockey team, will host its first **Arenacross** event March 25-27. The Experts will compete on Friday and Saturday nights, beginning at 7:30 p.m., while amateurs will compete during the day on Sunday, beginning at 9:00 a.m.. Some of the riders scheduled to compete in the Expert classes are **Doug Dubach**, and the entire SplitFire/Hot Wheels/Pro Circuit/Kawasaki team, consisting of **Pedro Gonzales, James Dobb** and **Ryan Hughes**. A Legends of Supercross race will also be held on both nights. The Legends field is expected to include past supercross champions **Mike Bell, Broc Glover, Donnie Hansen, Rick Johnson** and **Jeff Ward**. Autograph sessions with the Legends racers are scheduled from 6:15 to 7:00 p.m. on Friday and Saturday at the concourse at The Pond.

The opening round of the **AMA/FIM Pan-Pacific Supercross Series** is set to begin Sunday, April 10, at the Pontiac Silverdome in Michigan, the day after the 10th round of the AMA Camel Supercross Series. The Pan-Pacific SX Series is designed to put the top professional 250cc riders and up-and-coming 125cc riders from various nations bordering the Pacific Ocean in direct competition aboard 125cc machines. An $80,000 points purse will be on the line at the Silverdome. A 250cc All-Star Challenge will be held in conjunction with the 125cc event on Sunday, with a $20,000 purse up for grabs. Following the Pontiac round, the series will resume in Madras, India on August 28, then on to Osaka, Japan on November 13, to Jakarta, Indonesia on December 4, and Bangkok, Thailand on December 10. Races in Singapore and Australia are also under negotiation.

Some of the riders confirmed for the **Pan Pacific Supercross** in Pontiac are Japan's **Masaya Kohashi** and **Yuichiro Kawashima**; New Zealand's **Joshua Coppins** and **Peter Aldridge**; India's **Shyam Kothari** and **Pratap Bhagwat**; and Thailand's **Siam Tienchalconphol** and **Chanchai Suktavee**. Most of these riders will try to make the finals in the previous night's Camel Supercross round.

By winning his 16th supercross main event at the Indianapolis Supercross at the Hoosier Dome, March 19, Team Honda's **Jeremy McGrath** moved into a three-way tie with three-time champ **Jeff Stanton** and 1991 champ **Jean-Michele Bayle** for sixth place on the all-time supercross win list. This is simply remarkable when you take into account that he has accomplished this feat in just a little over a season and a half! Since moving up to the 250cc class at the beginning of last season, McGrath has won 16 of the last 24 events. He has 13 more wins to go in order to break the record set by **Rick Johnson**.

The **3rd Annual Mikuni Calendar Motorcycle Show** as been inked for Sunday, July 24, at the Museum of Flying, at the Santa Monica Airport in Santa Monica, California. There will be displays from major manufacturers and racing teams including Yamaha International, U.S. Suzuki, Arlen Ness, Custom Chrome, Bartels, Drag Specialities, Vance & Hines, Yoshimura, Performance Machine, Two Brothers Racing, Storz Performance and more. There will also be tuning seminars with top engine builders, and riding seminars with top racers, and a motorcycle show contest with classes for Custom or Performance model Harley-Davidsons, Race Bikes and Street Sportbikes, Classic Bikes, and a new Italian Bike Class. For more information contact the museum at 310/392-8822.

Joe Bruce, the parts manager for Dublin Kawasaki/Honda/Suzuki in Dublin, California, won the two-hour Hap Jones Distributing/Michelin-sponsored "Industry Challenge" at the San Jose Fairgrounds in San Jose, California. Paul Iwanaga and Rod Spencer finished second with NCY's Jeff Johnson third.

Captain Chuck Spencer, 82, died of natural causes on Friday, March 18 in San Jose, California. Spencer is the father of long-time *Cycle News* contributor **Big Bill Spencer**.

Participants in the April 9-10 Pontiac, Michigan, **Amateur Supercross** will receive a free set of brake pads courtesy of Marshall Distributing and Vesrah. In 1993, more than 1000 riders participated in the event. Entry deadline is March 26. For more information call 517/323-0763.

The results are in from the 1994 J. Wood and Company **Daytona Antique and Classic Motorcycle Auction**. In additon to raising $11,400 for the AHRMA Benevolent Fund for injured riders, the auction had an 86% sales rate with over 500 people registered to bid on the 250 lots.

Heading into the opening round of the 1994 World Championship Road Race Series at Eastern Creek in Sydney, Australia, on March 27, World Champion **Kevin Schwantz** has the opportunity to move into a tie with three-time World Champion **Wayne Rainey** for fourth on the all-time 500cc Grand Prix win list with 24 victories. Schwantz would then need seven more GP wins to tie **Eddie Lawson** for third on the all-time list with 31 wins. The all-time leader is current Cagiva team manager **Giacomo Agostini** with 68 victories. The late **Mike Hailwood** is second on the list with 37 wins. **Mick Doohan** is the other active 500cc GP rider with the best chance of moving up the list. Doohan currently has 10 victories to his credit, good enough for 14th on the all-time list. With four wins in 1994, Doohan could move past **Phil Read** and **Randy Mamola** and into 12th. The Australian would need eight wins to catch countryman **Wayne Gardner** who won 18 500cc GPs in his nine-year Grand Prix career.

In the 250cc class, the current crop of stars are well down the list when it comes to all-time Grand Prix victories. Japan's current World Champion **Tetsuya Harada** heads the list with four wins. **Loris Capirossi** has three victories to his credit; **Max Biaggi** has two, as does **Doriano Romboni**. **Toni Mang** and his 33 250cc GP career wins seems almost as secure as Agostini's 68 500cc wins.

Of the five Australian 500cc Grands Prix previously held - three at Eastern Creek and two at Phillip Island - **Wayne Gardner** is the only multiple winner with two victories. **Wayne Rainey, Mick Doohan** and **Kevin Schwantz** are the other Australian GP winners. In the 250cc class, **Luca Cadalora** has won two, while **Sito Pons, John Kocinski** and **Tetsuya Harada** have each won once Down Under.

Three-time 500cc World Champion **Wayne Rainey** left Los Angeles, California, for Sydney, Australia on Monday, March 21 to attend the Australian Grand Prix. His appearance at the GP in Eastern Creek will mark Rainey's return to the race track following the crash last September in Italy that left him paralyzed from the chest down.

Xavier Audouard, promoter of the Paris Bercy Supercross, has presented the FIM with a plan for the the '94 World Supercross Series. The plan calls for a maximum of 25 riders from the best Americans and Europeans, and a purse that would distribute $200,000 among the top 20 at each round.

After organizing the Paris-Dakar-Paris Rally for only one year, French promoter **Fenouil** has abandoned the prestigious event. Fenouil was unable to come to terms with **Jean-Claude Killy**, who heads ASO and has control over the rally. "They gave me a proposal that I wasn't happy with," explained Fenouil. "I'll concentrate on the Pharoahs Rally (which he also promotes); Egypt wants to increase tourism and is eager to cooperate with me."

French enduro star **Laurent Charbonnel** has decided to contest the 350cc Four-Stroke class in the '94 World Championship Enduro Series. Charbonnel plans to ride a Kawasaki KLX250R that has been bored out to 300cc.

MOVED: Bates Leathers, to 3700 North Industry Avenue, #102, Lakewood, CA, 91311. The new phone number is 310/426-8668.

CORRECTION: The telephone number for Honda's Rider Education Center in Colton, CA, is (909) 824-7080.

HIRED: Terry Varner by FMF Racing. Varner has been associated with

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VOICES
Letters to the editor

What's the point?

I am writing concerning the results of the opening round of the 250cc outdoor Nationals in Gainesville, Florida (Issue #10). In the 250cc class, I was wondering how third through eighth places ended up the way they did. You have them listed with Brian Swink in third place, followed by Kiedrowski, Stanton and Jeremy McGrath. Kiedrowski, however, has less points than Swink in moto finishes. McGrath also has less points than Stanton. Dubach, who is listed as eighth, ended up with less points than Matiasevich, who was seventh.

Shouldn't Kiedrowski be ahead of Swink, and McGrath ahead of Stanton for the overall? Why isn't Doug Dubach ahead of Matiasevich?

Russ Anderson
Delta, UT

At National MX rounds, the AMA utilizes a points system that is different than that used at local motocross tracks around the country. With the amateur system, points match finish position in each moto (one point for first place, two for second, etc.), and the winner is the one with the lowest total. In the Nationals, a rider earns 25 points for first, 22 for second, 20 for third, etc., and the one with the highest total wins. In both systems the rider with a higher moto-two finish breaks a tie. Normally, overall finish positions are not affected, but there are unique situations, such as that at Gainesville. This is how the top eight riders compare, using both systems:
...Editor

Rider	*Moto Finishes*	*AMA National System*	*Amateur System*
Mike LaRocco	*2/1*	*22+25=47 points (1st place)*	*2+1=3 points (1st place)*
John Dowd	*5/2*	*16+22=38 points (2nd place)*	*5+2=7 points (2nd place)*
Brian Swink	*1/8*	*25+13=38 points (3rd place)*	*1+8=9 points (4th place)*
Mike Kiedrowski	*3/5*	*20+16=36 points (4th place)*	*3+5=8 points (3rd place)*
Jeff Stanton	*8/3*	*13+20=33 points (5th place)*	*8+3=11 points (6th place)*
Jeremy McGrath	*4/6*	*18+15 points (6th place)*	*4+6=10 points (5th place)*
Jeff Matiasevich	*12/4*	*9+18=27 points (7th place)*	*12+4=16 points (8th place)*
Doug Dubach	*6/9*	*15+12=27 points (8th place)*	*6+9=15 points (7th place)*

Enjoyed Larry

I would like to express my appreciation for your wonderful interview with Mr. (Larry) Roeseler (Issue #8, March 2). He has been one of my favorite riders for a long time, well before he was riding a Husqvarna. The first time I saw him race was at Virginia City, and I've enjoyed his appearance there ever since. Last year was no exception as he put in an excellent ride on the then new (Kawasaki) KLX.

Thanks again for the great reading material. Good luck to Larry and the rest of Team Green.

R. Williams
Carson City, NV

Trials

After reading your recent test of the Montesa Cota 314R, I considered sending a letter of appreciation for all of the coverage that you have given observed trials and trials motorcycles in the last couple of years. When I read Ron Brehms' letter (February 16, issue #6), I knew I had to send the pat on the back that you deserve. In spite of the fact that trials has wallowed in a self-imposed mire of obscurity for years, *Cycle News* has continued to insert event coverage and tried to test a trials bike now and again. This type of coverage does more to expose the sport and encourage new, club-level riders than interviews with Ryan Young would. While Ryan's impressive record does more than indicate his exceptional talent, it also shows that he hasn't had any competition at his skill level in the U.S.. Rather than racking up further numbers here in the U.S., it would be nice to see Ryan go to Europe and hone his skills further. America's trials talent is still firmly in the shadow of the Europeans, and Ryan, U.S. records aside, is still in the shadow of Bernie Schreiber.

Rather than ask for more coverage of Ryan Young, I would ask that you continue your coverage of the events and bikes that show our sport for the fun, challenging, safe, fun, inexpensive, family-orientated, fun activity that it is. As land restrictions get worse, observed trials could become much more practical and popular in the future. There are a lot of challenges facing the sport as we move through the '90s, but with *Cycle News* continuing to keep trials in the news, I hope that the sport can continue to overcome its growing pains and become as popular here as it should be.

Gene Reynolds
Cottonwood, AZ

Shame, shame

After reading about Rex Staten and his three co-riders being disqualified for cheating in the SCORE San Felipe 250, I have to wonder about their domination of Class 30 last year. How many other races were won by this method? And, by the way, four riders for a 250-mile race? Come on, guys.

Joe Armstrong
Lakewood, CA

A little help from our friends

Aaron Hill's success at Daytona was due in no small part to several people. After his 600 broke in practice Friday, we were without a ride. Al Bergstrom of Loral Lake Racing loaned us Ronnie Jones' back-up machine for Friday night. On Saturday Ronnie was having problems with his front-runner, so Chris Carr loaned his back-up to Aaron. It was the first time Aaron made a short track main at Daytona and we are all deeply indebted to Al and Chis for their generosity.

Mike Shattuck
Sacramento, CA

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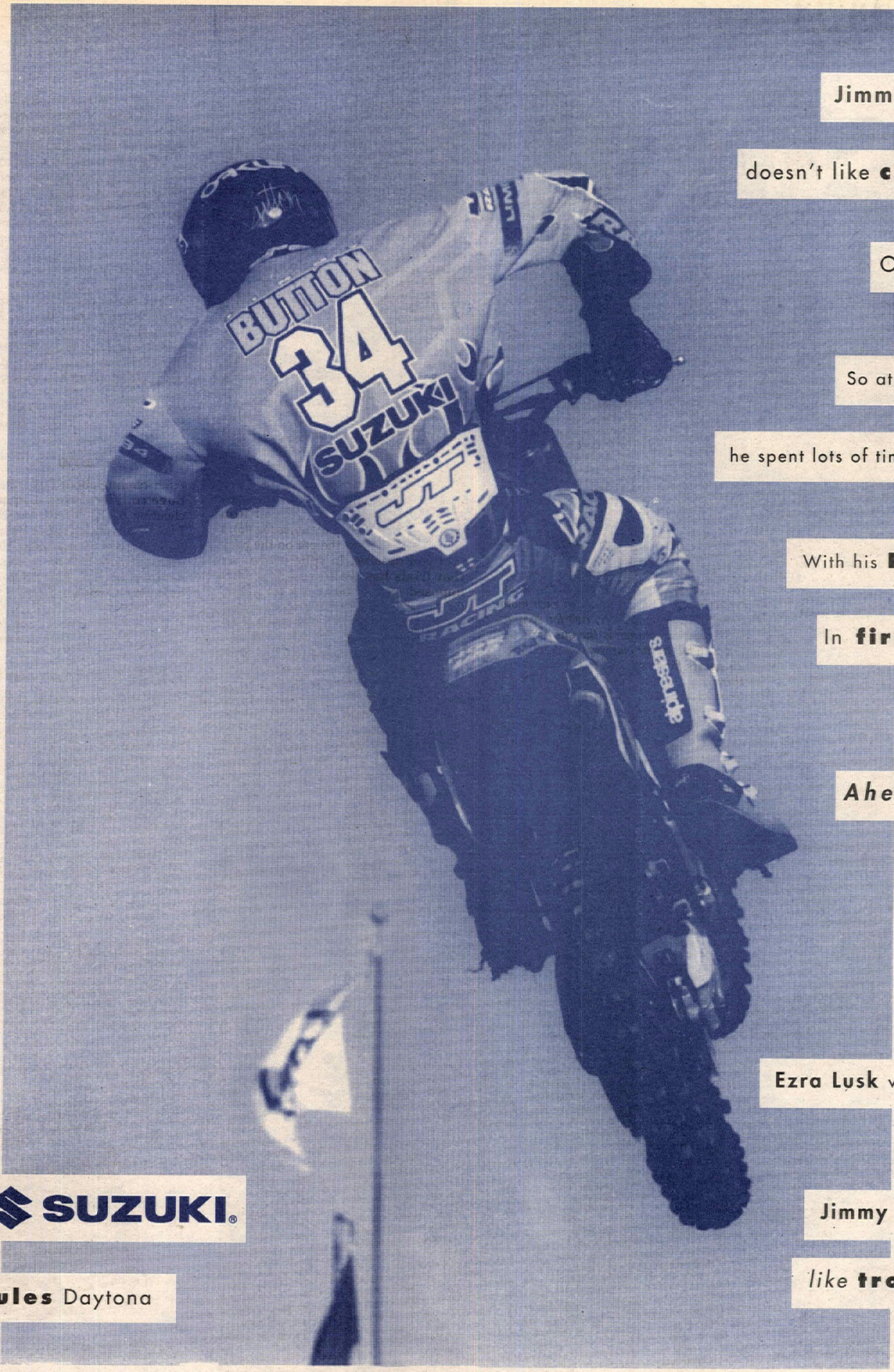
ON THE FRONT COVER

The start of the main event at the Indianapolis Supercross also signified the start of the second half of the Camel Supercross Series. Inset photo: Jeremy McGrath's Indy win moved him closer to a second-straight supercross title. See page 6 for all the details.



Jimmy Button

doesn't like **crowds.**

Or *losing.*

So at **Daytona**

he spent lots of time **alone.**

With his **RM125.**

In **first** place.

Ahead of the

crowd.

Teammate

Ezra Lusk was **2nd.**

Jimmy *and* **Ezra**

like **trophies.**

SUZUKI®

rules Daytona

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Round 8: Hoosier Dome

McGrath clears

Jeremy McGrath won his sixth main event of the eight-race-old series, stretching his lead in the championship to a commanding 47 points.

By Chris Jonnum
Photos by Kinney Jones

INDIANAPOLIS, IN, MAR.19

As the AMA Camel Supercross Series moved past the midway point on its 15-stop circuit, defending champion Jeremy McGrath did likewise in his bid to eclipse his own mark of 10 supercross wins in a single season. On a challenging, rutted track in the Indianapolis Hoosier Dome, the Team Honda/1-800-COLLECT rider collected his sixth victory of the season and the 16th of his career, extending his already healthy advantage in the point standings. Things are running along right on schedule, thank you.

"Let's see, what is that, six?" said McGrath after the 20-lap main event had been completed. "There's seven left. I guess I have to win five."

That McGrath will win the title already seems to be a forgone conclusion. True, the season is far from complete, and over the previous two weeks the 22-year-old displayed the closest thing to weakness that he has all season. His "Spring Break" in Florida yielded a sixth-place finish at the opening 250cc National, and a fourth place a week later at the grueling Daytona Supercross; perhaps McGrath was vulnerable after all. But those more in touch know that punishing, outdoor-style tracks have never been McGrath's forte, and his finish at Daytona was good enough that he didn't lose much ground in the series.

The Southern Californian always seems to do what is needed, and he came through again at Indy, his win putting him in a perfect position to reclaim the crown. With Daytona now behind him and another win to bolster his courage, McGrath has a good chance of breaking his record, and a *very* good shot at taking the title. He can rest easy in the knowledge that all of the remaining rounds will take place on the type of tracks that he rides best - tight, technical, stadium courses.

While McGrath's victory may not exactly have been a surprise, it was by no means handed to him on a silver platter. He twisted his ankle in a rut on the final lap of his heat race, and was visibly tight in the early stages of the main event. Privateer Jeff Matiasevich kept the Yamaha holeshot phenomenon alive, and he and Team Yamaha riders Jeff Emig and Michael Craig led the champ for several laps before McGrath took the lead at the halfway point. Emig held on to finish second, equaling the best supercross result of his career and bettering his best of the season by one.

"You can't be upset with second place, but you can't be satisfied either," said Emig, a former 125cc National MX Champion and the winner of the opening 125cc National two weeks earlier. "I'm to the point now where I'm look-

the hump

ing forward to this stuff (supercross). I want to be one of the big boys, and to do that you have to do well on a 250. I do well on 125s, but they're for kids - kids and the occasional veteran like myself."

Working up from yet another poor start was Team Kawasaki's Mike LaRocco, fresh off a win at the Gainesville MX opener. Riding in front of his home-state crowd, the Hoosier sat in ninth place on the first lap, but steadily worked his way forward and finished in third - approximately three seconds in arrears of Emig.

"I'm upset," said LaRocco, who earlier - during the opening ceremonies - had explained the track to the crowd via a helmet-mounted microphone. "I got a bad start, as usual, and just started passing people. I kept screwing up in the whoops, and that was costing me. I couldn't blitz through them - my back end kept kicking out."

Rounding out the top five were Craig and Team Kawasaki's Mike Kiedrowski - the only two riders other than McGrath to have won a main event so far this season. Sixth was Team Suzuki's Damon Huffman, who is leading the 125cc West Coast series, and the top 10 was filled out by Matiasevich, Suzuki's Brian Swink, and Honda/1-800-COLLECT's Doug Henry and Jeff Stanton. Fellow Honda/1-800-COLLECT rider Steve Lamson was 11th, with Team Noleen/Sizzler/Yamaha riders Larry Ward, Kyle Lewis and Larry Brooks finishing 12th, 13th and 14th, respectively. Honda of Troy's Erik Kehoe crossed the line in 15th place.

LaRocco wasn't the only rider struggling with the whoop section - a long field of rockers that gave many riders trouble all night long. The course also included numerous doubles and a pair of high-flying triples, all laid out on a long, stretched-out track design.

"We're trying to put in longer straights this year, to allow for more passing," said AMA pro racing director Roy Janson. "Last year the riders were complaining because the twisty, technical designs didn't give them time to pull up alongside each other to pass. We're trying this, but who knows if it will help, with the way McGrath has been riding?"

Despite the fact that the tacky Indiana soil developed grooves and ruts in several spots, most riders seemed pleased with the course. In a last-ditch effort to add some solidity to the dirt, track workers had spread bags of dry cement on the surface the night before, and this helped to minimize the unavoidable grooving.

In the 125cc Eastern Regional race, Ezra Lusk apparently didn't notice the numerous "no smoking venue" signs in the Hoosier Dome, or perhaps the Team Suzuki rider just chose to blatantly ignore them. Whatever the case, "Yogi" thoroughly smoked the competition, riding to easy wins in both his heat race and the 15-lap main event, which made up for the one moment of "weakness" he has shown all season - a runner-up performance at Daytona. His Indianapolis win was his fifth of the six-race-old series, and gives him a healthy 18-point lead over Jimmy Button, with four rounds remaining.

250cc

Matiasevich took over the first eight-lap heat race on the first lap, and rode to an impressive win over Kiedrowski and Stanton. Lamson took the heat's fourth and final transfer spot. The only rider to even give Matiasevich a fight was Ward, and that challenge came up short when he washed out his front end and fell down.

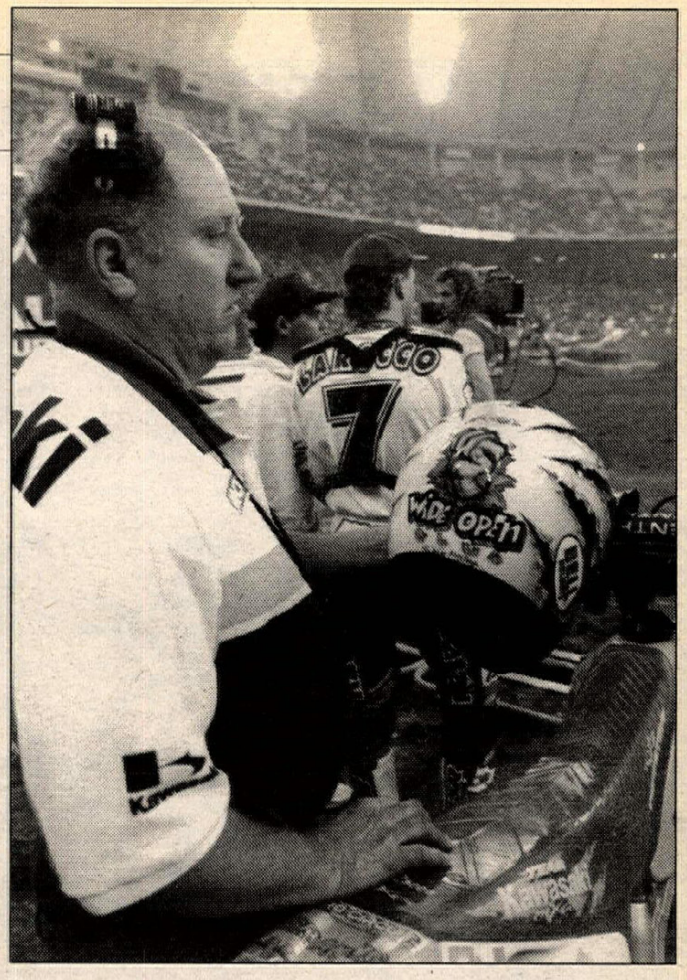
"I rode good in that race," said Matiasevich. "It felt good to win."

McGrath led heat two from start to finish, leaving the riders behind him to provide the only racing. Henry was in second and challenging McGrath on lap one, when he parted ways with his bike in the air and crashed. LaRocco was following close behind, and ran into the fallen Honda pilot.

"My front wheel went in a rut, and bounced kind of funny off the face of the next jump," said Henry. "I jumped off the bike in the air, and LaRocco was already committed. I'd like to thank him for not just totally roosting me. He took the time to back up and go around."

LaRocco got going again, in ninth, and was working his way up when he was held up yet again, this time by a fumbling Cliff Palmer. The KTM rider forced LaRocco to the outside of a turn, and he lost valuable time when he was forced to back up and go around.

"Even after hitting Henry, I figured I could make it (to a transfer spot), but when Palmer held me up I was kind of curious (if I could)," said LaRocco.



(Right) Mike LaRocco Sr. displays his son's latest headgear. LaRocco did indeed ride "wide open" to finish third after suffering yet another mediocre start. (Below) Jeff Emig (6) led the first half of the main event before slipping to finish an eventual second. After pulling the holeshot, Jeff Matiasevich (21) dropped back to a seventh-place finish.

McGrath earned the easy win, but had a scare on the last lap on a rutted jump face.

"The dirt grabbed my toe and pulled it under the peg," said the champ. "It really hurt."

Swink was the distant runner-up, with Team SplitFire/Hot Wheels/Kawasaki rider Ryan Hughes nabbing an impressive third place. LaRocco's hard work was rewarded with a transfer to the main when he finished fourth, while Craig high-sided after running as high as second, and moved on to the semis.

The first six-lap semi was won by Emig, who performed a series of aerial antics for the crowd once in the lead. He was followed across the line by Honda of Troy's Erik Kehoe, reigning 125cc Western Regional Champion Jimmy Gaddis, Kyle Lewis and Ward.

"My heat race was kind of embarrassing," said Emig. "I holeshot and went back to fifth. I feel a little better now. I was going through the whoops better."

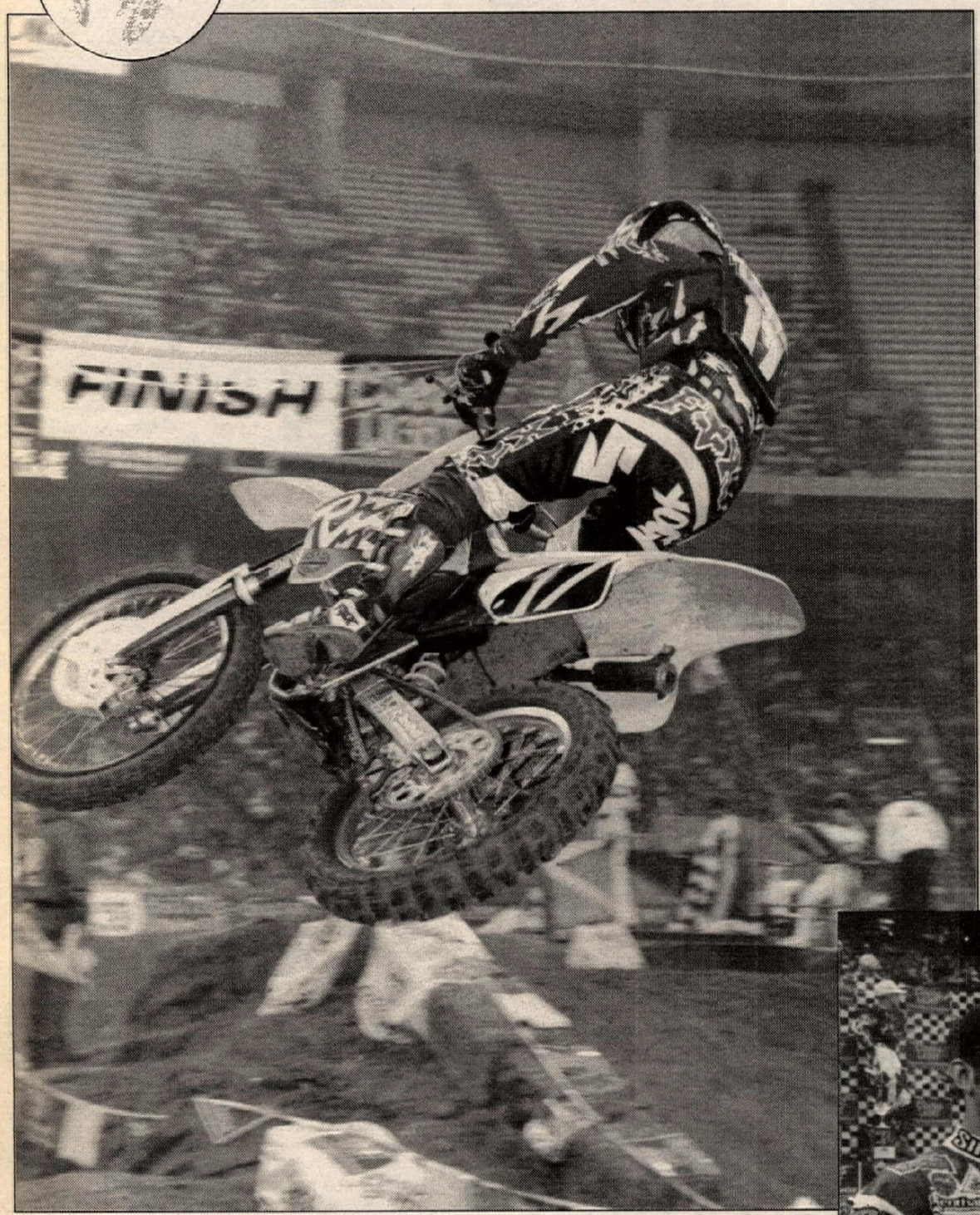
Henry won the second semi, with Craig second and Huffman third. Suzuki support rider Denny Stephenson finished fourth and Brooks completed the top five.

Palmer won the Last Chance Qualifier, and DeHoop took the final transfer spot to the main after *barely* holding off a last-turn pass attempt by Buddy Antunez.

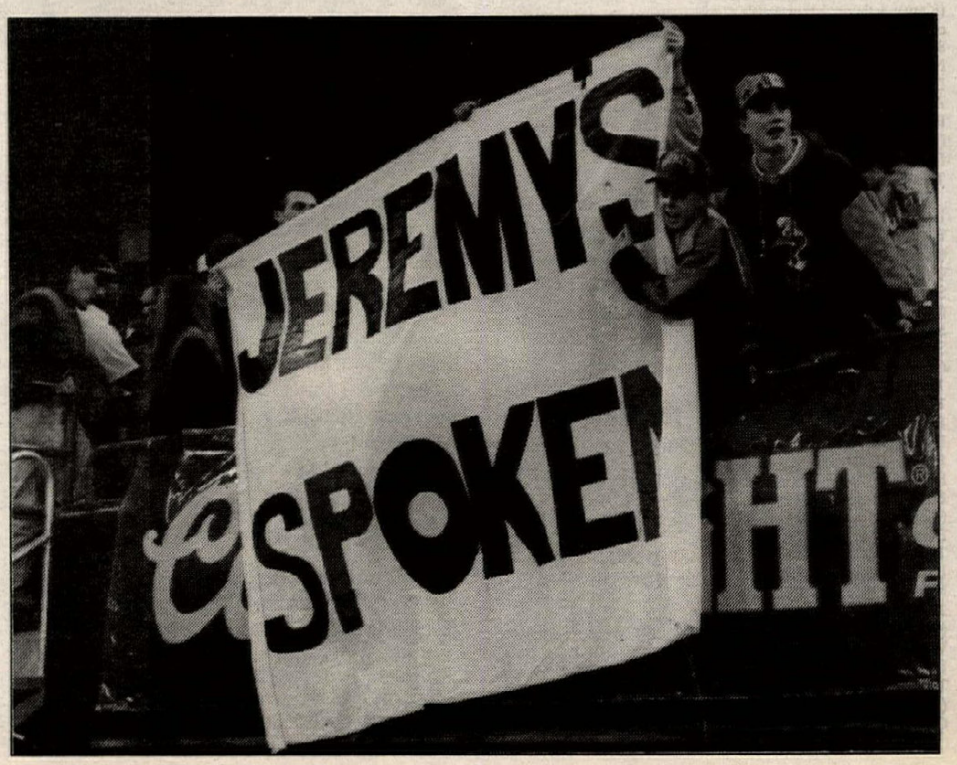
Matiasevich fired his Ron Hebentuned YZ250 into the first turn ahead of the pack in the 20-lap main event, but was quickly passed by Emig over the triple. For the first several laps, Emig led a freight train consisting of himself, Matiasevich, Craig, McGrath and Ward. LaRocco started back in ninth, with Kiedrowski a couple of spots behind him. Stanton and Lamson were also mired back in the pack.

McGrath appeared to be riding tight in the early laps, but denied being

Round 8: Hoosier Dome



(Left) Ezra Lusk returned to winning form at Indy, topping his heat race and the 125cc main event. (Below) Heat race winners Jeremy McGrath (left) and Jeff Matiasevich joke before the main. (Bottom) Indeed he has.



affected by his tender ankle. "It (the ankle) was still warm, so it didn't get stiff on me," said McGrath. "It really didn't slow me down at all."

While pressuring Craig for third place, McGrath got another scare when the Yamaha rider lost momentum while jumping the finish-line double. "He (Craig) bogged and cased it on the landing, and I was right behind him," said McGrath. "I kind of leaned it over to keep from landing on him, but I landed right next to him, and his bike was bouncing back up. I hit my hand, and he was holding onto my arm to keep from falling off his bike. I was thinking, 'Oh, man, I'm gonna crash.'"

"We got all tangled up and were dragging each other off the bikes," said Craig. "It was close."

McGrath decided he had had enough of fourth place, and passed Craig and Matiasevich on the fifth and sixth laps, respectively.

"I started off good, but I sure didn't finish that way," said Matiasevich, who eventually finished seventh. "I tensed up and wasn't flowing with the bike."

Once in second, only Emig stood between McGrath and victory, and the two riders aren't exactly the best of friends. Still, the predicted conflict failed to materialize, as McGrath stalked his rival for several circuits before moving cleanly by on the 10th lap.

"I was happy to be in front," said Emig. "I just made a mistake in the whoops, and he happened to be close enough to cut to the inside. Everybody was screwing up in those whoops. One time I got behind Denny (Stephenson) in that section, and yelled at him to move over. He looked back and fell down."

Emig didn't give up once passed, but was not able to seriously threaten McGrath. Still, the champ didn't seem able to pull away convincingly, either.

Meanwhile, LaRocco was putting on one of his patented charges, and sat in third after tripling past Craig on the 11th lap. The two finished in those positions, with Kiedrowski putting on a charge of his own to finish fifth.

"I got a decent jump on the start, but I kind of got pulled on the straight and then pushed out in the first turn," said the 250cc National champ. "I worked up to fifth and just kind of rode around. I wasn't being aggressive enough."

Huffman finished sixth, the best result in his brief 250cc class career. "I got a good jump (on the start), but we use carbon fiber silencers, and it was hard to hear the bike," said Huffman. "I don't think I shifted up. I rode my own lines and I felt pretty good. I tucked in behind Stanton and Lamson and I thought they'd tow me through the pack, but it didn't work out that way. I picked some good lines and passed them."

Matiasevich was seventh ahead of Swink and Henry. Stanton and Lamson were indeed struggling, finishing 10th and 11th, respectively, after riding together throughout much of the feature. "I was riding good at first, but I've been sick since after Daytona, and I just hit the wall," said Lamson. "I was beat at about eight or 10 laps. That's the way it goes, though."

Another rider who has had better days was Team KTM's Palmer. The Oklahoman was running as high as 12th when his bike began smoking badly, the symptom of a leaking radiator. Palmer dropped out on the 13th lap.

125cc

Robbie Reynard and Lusk each posted a win in the two heat races, and Doug Stone topped the Last Chance Qualifier in the 125cc division.

Lusk pulled the holeshot down the long start straight in the 15-lap main event, with Reynard not far behind. Button, however, was *way* back in the pack, moving up to 10th by the end of lap one.

"I got a good jump, but I'm so heavy for a 125 that I get pulled on long straights," said the lanky Suzuki pilot. "I proved at Gainesville that I can get a good start on a 250. When I came around the second time, the pit board said, 'Yogi - first,' and I thought, 'Why can't he get a bad start?'"

The race had all the ingredients for a good dice between Lusk and Reynard, but Reynard began to fade and the battle never materialized. "I dropped in behind him and tried to make a pass, but I kept making mistakes," said Reynard. "I backed off to try and smooth

out, but I couldn't put it all together at one time."

Despite the fact that he wasn't jumping either triple, Button was flat-out blazing, as he shredded through the pack to third place by just the fourth lap. "I had a good line through the whoops," said Button. "I must have done about 90% of my passing there. I was too heavy to do the triples, but it didn't matter - I was jumping low and getting the power to the ground, and sometimes I would actually gain on Robbie and Ezra there."

Button used his line through the whoops to pass Reynard near the halfway point, and set out after Lusk who was still leading. Lusk already had 12 seconds on his teammate, however, and Button would have to settle for second.

"I got a good start, but it's never over 'til it's over," said Lusk. "I tried to get the jumps down and learn the track. I didn't look back until I was out in front a ways, and then I found a spot where I could see how they were doing. He (Button) wasn't gaining much - maybe a little in the end - but I might have backed off a little bit because the track got really rutted. I hope I can keep doing this. All I can do is take it one race at a time and keep doing the same thing."

"I'm as happy as can be," said Button. "I rode well, and Suzuki already told me they're happy with me. A win would be nice, but I'm happier here than I was at Daytona, and I won there."

Reynard held on to finish third, with Mike Brown and Tim Ferry rounding out the top five. Davey Yezek, Chad Pederson, John Dowd, Greg Rand and Barry Carsten completed the top 10 finishers. CN

Hoosier Dome
Indianapolis, Indiana
Results: March 19, 1994

125 HEAT 1 (20 riders, 6 laps, top 9 transfer): 1. Robbie Reynard (Kaw); 2. Greg Rand (Suz); 3. Jeff Curry (Kaw); 4. Tim Ferry (Hon); 5. John Dowd (Yam); 6. Jimmy Button (Suz); 7. Jeff Dement (Yam); 8. Mike Treadwell (Hon); 9. James Eickel (Hon); 10. Anthony Pocorobba (Suz); 11. David Gaylord (Kaw); 12. Jamie Bennett (Hon); 13. Shane Templeton (Suz); 14. Tony Amaradio (Kaw); 15. Craig Noack (Suz); 16. Gaylon Dickson (Yam); 17. Jeff May (Suz); 18. Jeff Yentzer (Kaw); 19. Mike McDonald (Suz); 20. Darren O'Boyle (Hon).
Time: 5 minutes, 40.13 seconds.

125 HEAT 2 (20 riders, 6 laps, top 9 transfer): 1. Ezra Lusk (Suz); 2. Mike Brown (Hon); 3. Chad Pederson (Yam); 4. Jim Neese (Kaw); 5. Barry Carsten (Suz); 6. Jim Chester (Yam); 7. Scott Sheak (Yam); 8. Matt Shue (Hon); 9. Davey Yezek (Hon); 10. Doug Dahaan (Suz); 11. Kevin Crine (Hon); 12. Doug Stone (Kaw); 13. Greg Nicholson (Kaw); 14. Nathan Ramsey (Yam); 15. Max Maximoff (Yam); 16. John Kitsch (KTM); 17. Trea Purdy (Suz); 18. Adam Bechdel (Kaw); 19. Mark Morris (Yam); 20. Eron Ezerins (Kaw).
Time: 5:28.38.

125 LCQ (22 riders, 4 laps, top 4 transfer): 1. Doug Stone (Kaw); 2. David Gaylord (Kaw); 3. Jeff Yentzer (Kaw); 4. Matt Maximoff (Yam); 5. Mark Morris (Yam); 6. Shane Templeton (Suz); 7. Anthony Pocorobba (Suz); 8. Kevin Crine (Hon); 9. G. Nicholson (Kaw); 10. Craig Noack (Suz); 11. Jamie Bennett (Hon); 12. Gaylon Dickson (Yam); 13. Mike McDonald (Suz); 14. Tony Amaradio (Kaw); 15. Nathan Ramsey (Yam); 16. Trea Purdey (Suz); 17. Eron Ezerins (Kaw); 18 Adam Bechdel (Kaw); 19. Darren O'Boyle (Hon); 20. Jeff May (Suz); 21. Doug Dehaan (Suz); 22. John Kitsch (KTM).
Time: 3:55.51.

125 MAIN (22 riders, 15 laps): 1. Ezra Lusk (Suz); 2. Jimmy Button (Suz); 3. Robbie Reynard (Kaw); 4. Mike Brown (Hon); 5. Tim Ferry (Yam); 6. Davey Yezek (Hon); 7. Chad Pederson (Yam); 8. John Dowd (Yam); 9. Greg Rand (Suz); 10. Barry Carsten (Suz); 11. Doug Stone (Kaw); 12. Jeff Dement (Yam); 13. Mike Treadwell (Hon); 14. James Eickel (Hon); 15. Jeff Yentzer (Kaw); 16. Matt Maximoff (Suz); 17. Matt Shue (Hon); 18. Scott Sheak (Yam); 19. Jim Neese (Kaw); 20. David Gaylord (Kaw); 21. Jim Chester (Yam); 22. Jeff Curry (Kaw).
Time: 13:55.84.

125cc EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 6 of 10 rounds): 1. Ezra Lusk (147/5 wins); 2. Jimmy Button (129/1); 3. Tim Ferry (110); 4. Mike Brown (92); 5. (TIE) Chad Pederson/Robbie Reynard (91); 7. John Dowd (60); 8. Barry Carsten (53); 9. Jeff Dement (45); 10. Scott Sheak (42); 11. James Eickel (39); 12. Kevin Crine (34); 13. Davey Yezek (33); 14. Jeff Curry (28); 15. Mike Treadwell (27); 16. Chad Lough (24); 17. (TIE) Joshua Latina/Doug Dehaan (20); 19. Jim Chester (16); 20. Jim Neese (15); 21. (TIE) Jeff Yentzer/Nathan Ramsey (14); 23. Greg Rand (12); 24. Doug Stone (10); 25. Craig Noack (9); 26. Josh Steel (6); 27. (TIE) Matt Maximoff/Ty Wallace (5); 29. (TIE) Matt Shue/Mark Morris/Joel Dengler/Brian Carroll (4); 33. (TIE) Shane Templeton/Bruce Stratton/Jean-Sebastian Roy (2); 36. (TIE) Anthony Pocorobba/Steve Herman/David Gaylord (1).

250 HEAT 1 (20 riders, 8 laps, top 4 transfer): 1. Jeff Matiasevich (Yam); 2. Mike Kiedrowski (Kaw); 3. Jeff Stanton (Hon); 4. Steve Lamson (Hon); 5. Jeff Emig (Yam); 6. Erik Kehoe (Hon); 7. Larry Ward (Yam); 8. Jimmy Gaddis (Kaw); 9. Kyle Lewis (Yam); 10. Tony Graves (Hon); 11. Buddy Antunez (Kaw); 12. Axel Holvoet (Yam); 13. Gene Naumec (Yam); 14. Mike Treadwell (Hon); 15. Mark Mussleman (Suz); 16. Bill Wallin (Suz); 17. David Gaylord (Kaw); 18. Carl Hansen (Hon); 19. Donald Baker (Hon); 20. Gaylon Dickson (Yam).
Time: 7:12.85.

250 HEAT 2 (20 riders, 8 laps, top 4 transfer): 1. Jeremy McGrath (Hon); 2. Brian Swink (Suz); 3. Ryan Hughes (Kaw); 4. Mike LaRocco (Kaw); 5. Damon Huffman (Suz); 6. Denny Stephenson (Suz); 7. Larry Brooks (Yam); 8. Cliff Palmer (KTM); 9. T. Hodges (Kaw); 10. Mike Craig (Yam); 11. Todd DeHoop (Hon); 12. Dag Boyesen (Yam); 13. Carl Vaillancourt (Suz); 14. Todd Downs (Hon); 15. Rich Taylor (Hon); 16. Jeff Hedden (Hon); 17. Austin Squires (Suz); 18. Mike Katin (Kaw); 19. Shane Templeton (Suz); 20. Doug Henry (Hon).
Time: 7:10.44.

250 SEMI 1 (16 riders, 6 laps, top 5 transfer): 1. Jeff Emig (Yam); 2. Erik Kehoe (Hon); 3. Jimmy Gaddis (Kaw); 4. Kyle Lewis (Yam); 5. Larry Ward (Yam); 6. Gene Naumec (Yam); 7. Axel Holvoet (Yam); 8. Tony Graves (Hon); 9. Mike Treadwell (Hon); 10. Mark Musselman (Suz); 11. Bill Wallin (Suz); 12. David Gaylord (Kaw); 13. Carl Hansen (Hon); 14. Donald Baker (Hon); 15. Buddy Antunez (Kaw); 16. Gaylon Dickson (Yam).
Time: 5:28.86.

250 SEMI 2 (16 riders, 6 laps, top 5 transfer): 1. Doug Henry (Hon); 2. Mike Craig (Yam); 3. Damon Huffman (Suz); 4. Denny Stephenson (Suz); 5. Larry Brooks (Yam); 6. Cliff Palmer (KTM); 7. Todd DeHoop (Hon); 8. Travis Hodges (Kaw); 9. Dag Boyesen (Yam); 10. Carl Vaillancourt (Suz); 11. Rich Taylor (Hon); 12. Todd Downs (Hon); 13. Mike Katin (Kaw); 14. Jeff Hedden (Hon); 15. Austin Squires (Suz); 16. Shane Templeton (Suz).
Time: 5:22.51.

250 LCQ (22 riders, 6 laps, top 2 transfer): 1. Cliff Palmer (KTM); 2. Todd DeHoop (Hon); 3. Buddy Antunez (Kaw); 4. Rich Taylor (Hon); 5. Axel Holvoet (Yam); 6. Carl Vaillancourt (Yam); 7. Gene Naumec (Yam); 8. Travis Hodges (Kaw); 9. Gene Naumec (Yam); 10. Mike Treadwell (Hon); 11. Todd Downs (Hon); 12. Bill Wallin (Suz); 13. Mike Katin (Kaw); 14. David Gaylord (Kaw); 15. Mark Musselman (Suz); 16. Carl Hansen (Hon); 17. Gaylon Dickson (Yam); 18. Dag Boyesen (Yam); 19. Donald Baker (Hon); 20. Jeff Hedden (Hon); 21. Austin Squires (Suz); 22. Shane Templeton (Suz).
Time: 5:43.56.

250 MAIN (20 riders, 20 laps): 1. Jeremy McGrath (Hon); 2. Jeff Emig (Yam); 3. Mike LaRocco (Kaw); 4. Michael Craig (Yam); 5. Mike Kiedrowski (Kaw); 6. Damon Huffman (Suz); 7. Jeff Matiasevich (Yam); 8. Brian Swink (Suz); 9. Doug Henry (Hon); 10. Jeff Stanton (Hon); 11. Steve Lamson (Hon); 12. Larry Ward (Yam); 13. Kyle Lewis (Yam); 14. Larry Brooks (Yam); 15. Erik Kehoe (Hon); 16. Denny Stephenson (Suz); 17. Todd DeHoop (Hon); 18. Cliff Palmer (KTM); 19. Jimmy Gaddis (Kaw); 20. Ryan Hughes (Kaw).
Time: 18:02.83.

250cc AMA CAMEL SUPERCROSS SERIES POINT STANDINGS (After 8 of 15 rounds): 1. Jeremy McGrath (184/6 wins); 2. Mike Kiedrowski (137/1); 3. Mike LaRocco (138); 4. Jeff Stanton (129); 5. Jeff Emig (127); 6. Michael Craig (126/1); 7. Steve Lamson (107); 8. Brian Swink (105); 9. Doug Henry (97); 10. Larry Ward (92); 11. Jeff Matiasevich (77); 12. Cliff Palmer (60); 13. Ryan Hughes (37); 14. Larry Brooks (35); 15. Denny Stephenson (34); 16. Doug Dubach (33); 17. (TIE) Jeromy Buehl/Erik Kehoe (31); 19. Damon Huffman (28); 20. Buddy Antunez (27); 21. Kyle Lewis (26); 22. Todd DeHoop (23); 23. Shaun Kalos (14); 24. Dag Boyesen (13); 25. Rich Taylor (10); 26. (TIE) Ron Lechien/Travis Blackburn (8); 28. (TIE) Mike Chamberlain/Jeff Curry (7); 30. (TIE) Keith Johnson/Kevin Crine (3); 32. (TIE) Jimmy Gaddis/Grayson Goodman/Kenny Yoho/Phil Lawrence (2); 36. (TIE) Todd Downs/Gene Naumec (1).

Upcoming Rounds:
Round 9 - Charlotte, North Carolina, March 26
Round 10 - Pontiac, Michigan, April 9

(Left) Jimmy Button (34) moves past Robbie Reynard (33) in the 125cc final. Button put on a come-from-behind ride to finish second. (Below) Damon Huffman (20) and Steve Lamson (4) dice. Huffman finished sixth in what was his second-ever 250cc Supercross.

Briefly...

Jeremy McGrath's win moved him into a commanding 47-point lead over **Mike Kiedrowski**, 184-137. The ample spread gives the Honda rider some major breathing room in his bid for the title. If McGrath failed to score a single point in the next two races, and Kiedrowski were to win them both, McGrath would still only be three points back in second. Speaking of second place, the fight for that position is much closer than the one for first. Only 11 points separate second through sixth places, leaving the second spot wide open to a number of riders. **Mike LaRocco** sits in third with 132 points, five behind Kiedrowski, and **Jeff Stanton** is fourth with 129. **Jeff Emig** holds down fifth place with a 127-point total, and **Mike Craig** is sixth with 126.

How does McGrath's **dominance** of this series compare to that of 1993? Well, let's put it this way: At the same event last year, McGrath earned his eighth win of the series and pulled to a comfortable 52-point lead over Kiedrowski. This year, Indy served as his sixth win of the series, and his lead over Kiedrowski is five points less, at 47. The difference? Last year, Indy was the 13th round of the season; this year it was only round seven.

Coming into the Indianapolis race, a friendly wager was placed in the Kawasaki pits in an effort to inspire rookie **Robbie Reynard**. If Reynard won the last four rounds of the 125cc East Coast series, his tuner **Robert Reynard Sr.** and suspension technician **Rick Asch** would shave their heads bald, eyebrows and all. On the other hand, if Robbie didn't win at least two rounds, he'd have to wear a dress in the green team's pits. "I don't think they'd really make me do it," said Robbie after finishing third at Indianapolis. His finish eased the pressure on Reynard Sr. and Asch, and put him one step closer to finding out just how serious the mechanics are.

A strong second-place finish at Indy is proof that **Jeff Emig** is probably content with his current job, though he did try out another line of work six days earlier at the Daytona 200. No, Emig didn't contest the 200 on his YZ250, but he did work as the pit signaller for Colin Edwards II. Other Yamaha MX team members who joined Emig at the road race were his mechanic **Steve Butler**, who held the sign for Eddie Lawson, technician **Jon Rosenstiel**, who did likewise for Jamie James, and truck-driver **Pat Muras**, who held the stop sign during the Yamaha camp's pit stops. In addition, team manager **Keith McCarty** and Mike Craig's tuner **Brian Lunniss** ran stopwatches.

For his win, McGrath picked up a $5,000 share of the $35,000 purse, while 125cc class winner **Ezra Lusk** pocketed $2,000 from his division's $10,000 total. McGrath also earned an extra $1000 for the Coors Light Silver Bullet award. While McGrath's heat race time was the faster of the two, **Jeff Matiasevich** was less than three seconds off the pace during his heat-race win.

West Coast 125cc Series riders **Damon Huffman** and **Ryan Hughes** both used the Indianapolis race as a chance to get some practice in the premier 250cc division. Huffman advanced by placing third in his semi, and turned in a steady sixth-place finish in the main. Hughes had worse luck, as a broken swingarm put him out of the race after running as high as 12th. "I landed front-wheel first from that triple, and kind of slammed the rear end down," explained Hughes. "It was no big deal; I've landed 10 times harder than that before, but the whole middle part of the swingarm broke off. At least I wasn't worried about points, but it would have been good to get some more experience."

Round 2: Manchester State Forest

Andrews bounces back

(Left) Defending champ Fred Andrews (1) and Scott Summers (2) went at it wheel-to-wheel for the lead several times throughout the race, with Andrews coming out on top. (Below) Scott Summers (2) finds out what it's like getting stuffed by a former motocrosser. Ty Davis (147), the 1990 West Coast 125cc Supercross Champion, rams Summers on the first lap. Davis would later crash and drop out.

By Davey Coombs

SUMTER, S.C., MAR. 13

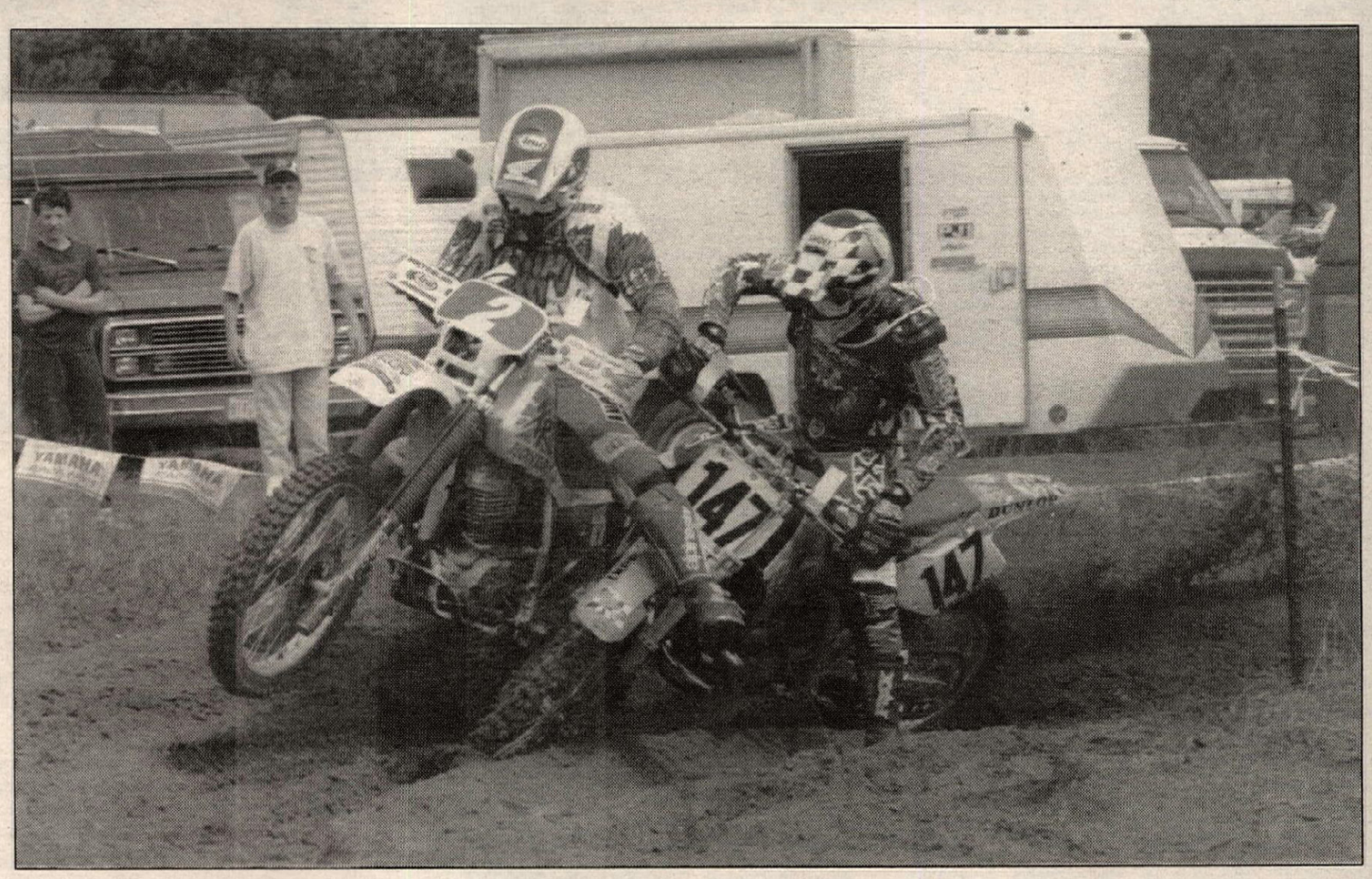
Defending champion Fred Andrews emerged victorious in round two of the Wiseco/Yamaha/Dunlop/Braking/ITP GNCC Series on the sandy course of Sumter. The 28-year-old Andrews survived an intense three-way battle involving himself, Team Honda's Scott Summers and Team Green's Ty Davis. Andrews, piloting a Yamaha YZ250 with backing from Pro Circuit, was the only one of the three to finish the extremely rough race without incident, as Summers flattened a rear Moose tube and Davis crashed himself out of the race.

"Man, it's rough out there and I knew my bike was lighter and faster," said Andrews after claiming the overall. "I just went as hard as I could to see if anyone could stay with me. When it came down to just Scott and me, I tried to just run him to death, or at least get his bike to fall apart, or something. I have to say he's pretty damn good to ride that (XR 600) like that."

"I guess I was just doing my job," said Summers of his inspired effort on the heavier bike. "I've been working with some new suspensions with Eric Crippa and Bruce Ogilvie out in Baja and that was the perfect set-up for this track. I didn't really feel as many of those bumps as you might think."

With Davis departing the race around the halfway point, hard-charging KX125 rider Thomas Norton inherited the third overall position for the day. Rounding out the top five were Team Green superstar Larry Roeseler and Team KTM's Scott Plessinger, who just came off the injured list.

The Sumter GNCC, organized by Buren Hamrick and Racer Productions, was held in the spacious and sandy Manchester State Forest in the central part of South Carolina. The eight-miles-per-lap race track was "incredibly rough," by Andrews' own account. "The sand whoops were everywhere. It was one long washboard where you had to pin it and just try to keep going straight."



But the pin-it-and-go style proved costly for several top competitors. Joining California's Davis on the sidelines due to serious crashes were Team Green teammates Danny Hamel and Doug Blackwell, Yamaha pilots Duane Conner and Terry Cunningham, and 250cc A race leader Todd Morain.

"The track was just brutal," concurred Norton, the 31-year-old Kawasaki rider. "You couldn't sit down for two seconds. It just never let up."

As usual, Blackwell blasted into the lead when the first row of 19 AA class riders were given the signal to fire up and fire off into the dense pine woods, but by the time the first 20-minutes-plus lap was complete, Summers, Davis and Andrews were already free and clear of the pack. The race speed they were setting seemed more like a last lap sprint than a first lap pace, and in the last corner Davis actually went under Summers, nearly slamming the big XR600 Honda and rider out of the deep inside berm.

"We were all going together, pretty 1-2-3 for the first few laps," said Davis. "I was keying off Summers and I had no intention of passing him until we got to the motocross sections. I was happy staying behind him, but he started going a little slower in the whoops and I passed him." A short time later Andrews approached Davis up front and the Californian waved the number-one Yamaha into the lead. "I wanted to follow Fred to see his lines, but he just pulled away. I thought, 'Oh shit, I'm going to lose him.' I tried to go after him, but then here comes Summers again. He rides that big bike so darn good in the whoops - just bam-bam-bam off every single whoop. Man, that guy's tough."

"I was going to try and make a run from everyone, but Scott Plessinger hit a

1994 Yamaha Road Race Contingency Program

Over $460,000 is up for Grabs to Yamaha Roadracers!!

Pull-on the leathers, strap-on the helmet and get-on the gas because Yamaha presents an expanded road race contingency program for 1994. Whether you're a seasoned Pro competing on the National circuit or grinding your pucks for the first time in the Seca II Challenge Series, Yamaha has you covered... 112 events in all. That's over $460,000 set aside for Yamaha YZF, FZR, TZ and Seca II riders — So what are you waiting for, check-out the schedule, get-on the pegs and cash-in on a little of that Yamaha coinage.

1994 PROFESSIONAL SERIES

RACE SERIES	NO. OF EVENTS	ELIGIBLE CLASSES	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
			$ PAYOUTS $									
AMA NATIONAL	10	SUPERBIKE	1,500	700	400	300	200					
		SUPERSPORT										
		750cc & 600cc	1,000	750	600	500	450	400	350	250	200	100
		250 GP	500	300	200	150	100					
AMA/CCS ENDURANCE	11	TEAM CHALLENGE	1,000	500	300	200	100					
WERA PRO SERIES	4	FORMULA U.S.A.	1,000	500	300	200	100					
		750 SUPER STOCK	1,000	500	300	200	100					
		FORMULA TWO	500	300	200	150	100					
WERA ENDURANCE	9	HVYWT. SUPER BIKE/PRODUCTION	1,000	500	200							
WSMC SPRINT	10	FORMULA ONE	500	250	100							

*Contingency will not be paid at Canadian venues
*YZF750SP will not be eligible in Supersport or Superstock Classes

1994 SPRINT SERIES

Once again, Yamaha will be paying at the grass-roots level with 42 big events in our '94 Sprint Series. This year, top placing YZF and FZR riders competing in selected classes will take home the following payout:

1st - $1,000. 2nd - $500. 3rd - $300. 4th - $200. 5th - $100.

Eligible Classes:

- Heavyweight Supersport/Superbike Expert (AMA/CCS)
- "B" Superstock/Superbike Expert (WERA)
- 750cc Supersport/Superbike (MRA,WMRRA, OMRRA & AFM North)

1994 Yamaha YZF/FZR Sprint Series

DATE	TRACK	LOCATION	CLUB
MARCH 27	TALLADEGA RACEWAY	TALLADEGA, AL	WERA
APRIL 10	GRATTAN RACEWAY	GRATTAN, MI	WERA
APRIL 24	ROAD AMERICA	ELKHART LAKE, WI	AMA/CCS
APRIL 30	SUMMIT POINT RACEWAY	SUMMIT POINT, WV	AMA/CCS
MAY 1	ROEBLING ROAD RACEWAY	FAULKVILLE, GA	WERA
MAY 1	MOROSO	W. PALM BEACH, FL	AMA/CCS
MAY 8	GRATTAN RACEWAY	GRATTAN, MI	WERA
MAY 8	HEARTLAND PARK	TOPEKA, KS	AMA/CCS
MAY 8	S.I.R.	SEATTLE, WA	WMRRA
MAY 15	FIREBIRD	CHANDLER, AZ	AMA/CCS
MAY 15	P.I.R.	PORTLAND, OR	OMRRA
MAY 15	SECOND CREEK	SECOND CREEK, CO	MRA
MAY 22	SUMMIT POINT RACEWAY	SUMMIT POINT, WV	WERA
MAY 22	BRAINERD	BRAINERD, MN	AMA/CCS
MAY 22	BONNEVILLE	SALT LAKE CITY, UT	AMA/CCS
MAY 29	BRIDGEHAMPTON	BRIDGEHAMPTON, NY	AMA/CCS
MAY 29	SEARS POINT	SEARS POINT, CA	AFM NORTH
JUNE 5	HALLETT MOTOR RACING	HALLETT, OK	WERA
JUNE 12	S.I.R.	SEATTLE, WA	WMRRA
JUNE 26	N.C. MOTOR SPEEDWAY	ROCKINGHAM, NC	WERA
JUNE 26	ROAD ATLANTA	GAINESVILLE, GA	AMA/CCS
JULY 3	GRATTAN RACEWAY	GRATTAN, MI	AMA/CCS
JULY 10	NELSON LEDGES	GARRETSVILLE, OH	WERA
JULY 10	PUTNAM PARK RACEWAY	MT. MERIDIEN, IN	WERA
JULY 10	MOROSO	W. PALM BEACH, FL	AMA/CCS
JULY 10	SEARS POINT	SEARS POINT, CA	AFM NORTH
JULY 17	TALLADEGA	TALLADEGA, AL	WERA
JULY 17	OAK HILL RACEWAY	HENDERSON, TX	WERA
JULY 17	BLACKHAWK FARMS	SOUTH BELOIT, IL	AMA/CCS
JULY 24	INDIANAPOLIS RACEWAY	CLERMONT, IN	WERA
JULY 31	SUMMIT POINT RACEWAY	SUMMIT POINT, WV	WERA
AUGUST 14	PUTNAM PARK RACEWAY	MT. MERIDIEN, IN	WERA
AUGUST 14	MOUNTAIN VIEW	MOUNTAIN VIEW, CO	MRA
AUGUST 28	TALLADEGA	TALLADEGA, AL	AMA/CCS
SEPT. 4	HALLETT MOTOR RACING	HALLETT, OK	WERA
SEPT. 4	LAS VEGAS	LAS VEGAS, NV	AMA/CCS
SEPT. 11	MEMPHIS M/S PARK	MILLINGTON, TN	WERA
SEPT. 18	N.H.I.S.	LOUDON, NH	AMA/CCS
SEPT. 25	P.I.R.	PORTLAND, OR	OMRRA
OCT. 9	TEXAS WORLD SPEEDWAY	COLLEGE STATION, TX	WERA
OCT. 9	GRATTAN RACEWAY	GRATTAN, MI	AMA/CCS

*YZF750SP will not be eligible in Supersport or Superstock Classes

1994 SECA II CHALLENGE SERIES

The popular Seca II Challenge Series is back for 1994 with a larger, 26-race schedule and nearly $43,000 for Novice class racers. Top placing riders from each qualifier will then be invited to compete in the Challenge Series Final to be held at Road Atlanta during the WERA Grand National Finals, October 26 - 30 1994. Once there, the top Seca II riders will share in the $19,000 purse. Also back, is Vance & Hines Racing to sweeten the pot with an additional $6,200 contingency program just for running one of their high performance exhaust systems. The 1994 Yamaha Seca II Challenge Series - Never has learning been so profitable.

Qualifier Payouts

YAMAHA

1ST	2ND	3RD	4TH	5TH
$750.	$500.	$250.	$100.	$50.

VANCE & HINES

1ST	2ND	3RD	4TH	5TH
$75.	$50.	$25.	$10.	$5.

1994 Yamaha Seca II Challenge Schedule

DATE	TRACK	LOCATION	CLUB
MARCH 20	MOROSO	W. PALM BEACH, FL	AMA/CCS
MARCH 27	TALLADEGA RACEWAY	TALLADEGA, AL	WERA
APRIL 24	ROAD ATLANTA	BRASELTON, GA	WERA
APRIL 24	ROAD AMERICA	ELKHART LAKE, WI	AMA/CCS
MAY 8	GRATTAN RACEWAY	GRATTAN, MI	WERA
MAY 8	S.I.R.	SEATTLE, WA	WMRRA
MAY 15	FIREBIRD	CHANDLER, AZ	AMA/CCS
MAY 15	P.I.R.	PORTLAND, OR	OMRRA
MAY 15	SECOND CREEK	SECOND CREEK, CO	MRA
MAY 22	SUMMIT POINT RACEWAY	SUMMIT POINT, WV	WERA
JUNE 12	SUMMIT POINT RACEWAY	SUMMIT POINT, WV	AMA/CCS
JUNE 12	S.I.R.	SEATTLE, WA	WMRRA
JUNE 19	WILLOW SPRINGS	ROSAMOND, CA	WSMC
JULY 10	BONNEVILLE	SALT LAKE CITY, UT	AMA/CCS
JULY 10	PUTNAM PARK RACEWAY	MT. MERIDIEN, IN	WERA
JULY 24	INDIANAPOLIS RACEWAY	CLERMONT, IN	WERA
JULY 31	ROEBLING ROAD	FAULKVILLE, GA	AMA/CCS
AUGUST 7	POCONO CYCLE JAM	LONG POND, PA	WERA
AUGUST 7	HEARTLND PARK	TOPEKA, KS	AMA/CCS
AUGUST 14	MOUNTAIN VIEW	MOUNTAIN VIEW, CO	MRA
AUGUST 28	P.I.R.	PORTLAND, OR	WERA
AUGUST 28	N.H.I.S.	LOUDON, NH	AMA/CCS
SEPT. 11	MEMPHIS M/S PARK	MILLINGTON, TN	WERA
SEPT. 18	GRATTAN RACEWAY	GRATTAN, MI	AMA/CCS
SEPT. 18	WILLOW SPRINGS	ROSAMOND, CA	WSMC
SEPT. 25	P.I.R.	PORTLAND, OR	OMRRA

SECA II CHALLENGE FINAL

OCT. 26 - 30	ROAD ATLANTA	BRASELTON, GA	WERA

Final Payouts

YAMAHA

1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	9TH	10TH
$5,000.	$4,000.	$3,000.	$2,000.	$1,500.	$1,250.	$1,000.	$750.	$500.	$250.

VANCE & HINES

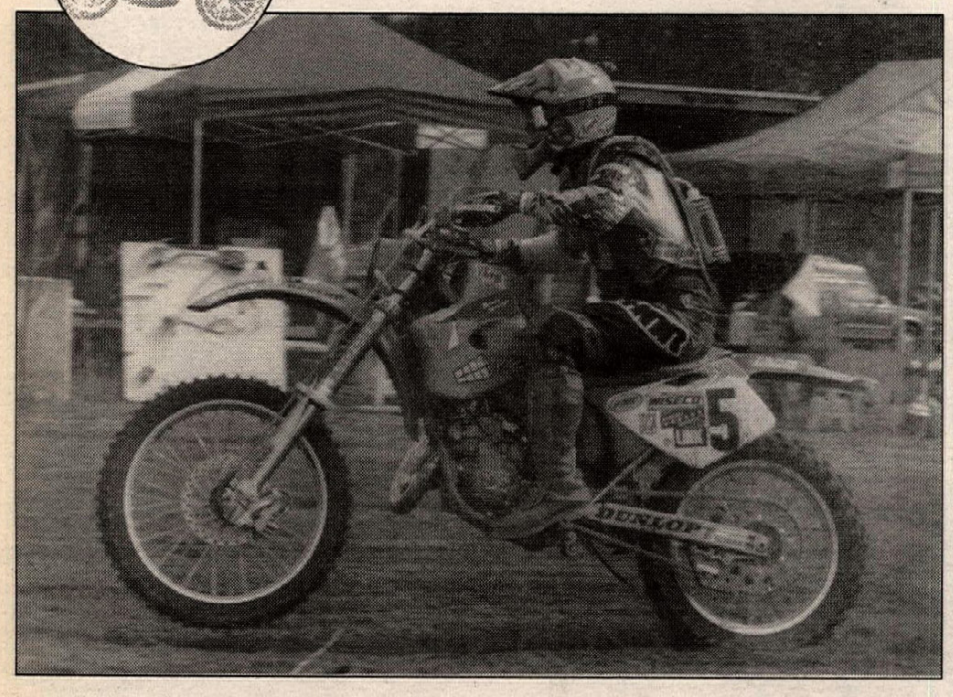
1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	9TH	10TH
$500.	$400.	$300.	$200.	$150.	$125.	$100.	$75	$50.	$25.

- The Seca II Challenge is a NOVICE ONLY series. Riders who have formerly been ranked as an Expert with any road racing organization will not be allowed to compete.
- Only 1992 model Seca II's with proof of purchase from an authorized Yamaha dealer after November 1st, 1993, and 1993 or newer model years are eligible.
- To collect Vance & Hines Contingency you must be using a V & H exhaust system and one Vance & Hines logo must appear on each side of the fairing.

YAMAHA

Program details subject to change. Be sure to confirm all race dates with promoter. The correct Yamaha logo must be prominently displayed on the windscreen of all machines. Riders must file a 1994 Contingency form (available from promoter) to be eligible. All winners will receive checks after each event, following official results provided to Y.M.U.S. by race promoter. Vehicle warranty does not apply to units being raced. Canadian models are not eligible for Seca II and Sprint Series contingency payout. Professional rider depicted on a closed course. For the Yamaha Motorcycle and ATV dealer nearest you, Call 1-800-88-YAMAHA. © 1994 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630).

Round 2: Manchester State Forest



Team Mirage's Tom Norton finished third overall on a 125cc Kawasaki.

tree with his head and fell over on top of me," said Andrews of an early incident in the woods. "I dropped from second to almost last. But it's rough out there and I was able to move right back up."

Blackwell and visiting Swedish pilot Ulf Orrvik broke from the woods after one lap as the fourth and fifth-place riders, followed by a long string of AA class riders. Bringing up the very rear were Suzuki teamsters Randy Hawkins and Steve Hatch.

"I came around a fast turn and Terry Cunningham was just laying there in the middle of the track," said Hawkins. "I was in the top six or so, but I knew it was more important to check on TC. I guess I had the red cross on my bike. You hate to see a buddy get hurt. It's not worth that."

Cunningham's accident marked the second time in the race that Hawkins had stopped to check on a fellow rider. Hatch had done an endo and snapped the visor from his helmet when he landed in the sand. Hawkins stopped to check on his teammate before continuing. Hatch remounted and rode hard for the rest of the day to salvage seventh-place points.

"I was trying to run as hard as I could in the fast sections, but I could hear Summers catching up in the slow sections," said Andrews. "I figured I would run as hard as I could in the fast sections and then rest in the slow sections and try to see what he was doing."

Andrews added that Summers passed him once, but then slowed to let him back by before one particularly tight section. "When he did that I pulled over, too, but he wouldn't go before me. So I thought, 'Okay, if we're gonna play, then let's play.' I went as slow as I could through the trees and then just hit it when we got to another fast section. Hell, he was still there."

Further back Danny Hamel's day ended early when he swapped out in a section of whoops.

The three leaders continued to stay together while stretching their lead on everyone else, but at the halfway point the group lost Davis as a member.

"I crashed twice," said Davis. "First time I hit some trees and got off, so I just brushed myself off and got back in the race. Second time I was just starting to pick up speed when I hit something and cart-wheeled right out of the race. My head was all dingy and my bike was laying up in this tree. After I pulled it down I just sat there for a minute and got myself together."

Davis started again but was eventually forced to retire - a crushed pipe made steering impossible. He quit the race, allowing Team Mirage's Norton to take his place in the top three, though with a much greater gap between Norton and the Summers-Andrews battle compared to where Davis had once been.

"I was doing fine and feeling comfortable but I caught a stump or a tree root or something and it just pitched the bike over sideways and on top of me," explained Blackwell of his DNF-inducing crash. "I hurt my hip and my ribs a little but I think I'll be okay." Blackwell's temporary roommate Orrvik also quit the race after the painful build-up of blisters made continuing virtually impossible.

"They are faster than I imagined," said Orrvik of Summers and Andrews. "I've read about them in the magazines, but I did not know they could go so fast. I am also impressed by how long they can go this speed." Orrvik's stay in the U.S. will last into April before he heads back to Europe.

As the two-lap board was coming out Andrews broke from the woods, free of Summers' presence. The Honda rider had blown his rear Moose tube apart after more than two hours of heavy-duty pounding.

Norton quietly crossed the line as the third overall rider and top 125 of the day. He then found himself an ice pack for his injured arm.

"I hit a metal stake in one of the corners of the motocross track on the very last lap," said Norton. "I came in a little too close and smacked myself on the arm but that's okay. I'm riding good and smart and I'm really happy about how the season is going so far. I even head-planted a tree on the first lap and thought, 'I'm all done for the day,' but I kept going. Actually, I ought to put this ice on my neck because it's still killing me."

"My teammates had to pull off and the old man had to keep going," joked Roeseler in front of his Kawasaki teammates. "Really, it was a tough race. I pumped up early but then I got into a groove and loosened up. After that I just rode hard until the finish."

The lead battle between Andrews and Summers looked like it was going to go down to the last lap.

"We were having a good race," said Andrews. "Neither one of us was going to give an inch. I thought it would come down to the last lap, but then he just kind of disappeared. I knew something was wrong, so I pinned it and never looked back."

"The tube just took a dump," said a dejected Summers. "It started getting a really lose feeling to it and I couldn't tell if it was a problem with the bike or tire, or what. I looked down and the tire was completely spinning off the rim."

Summers was fortunate to be within a mile of the pits when he realized the situation, and was able to nurse the bike back to the pits for a tire change. But the damage was done and Summers could not make up the difference between himself and the leader. Andrews ultimately crossed the finish line with a lead of nearly three minutes. CN

Manchester State Forest
Sumter, South Carolina
Results: March 13, 1994

O/A: 1. Fred Andrews (Yam); 2. Scott Summers (Hon); 3. Tommy Norton (Kaw); 4. Larry Roeseler (Kaw); 5. Scott Plessinger (KTM); 6. Kelby Pepper (KTM); 7. Steve Hatch (Suz); 8. Gene Onail (Kaw); 9. Steve Arthur (KTM); 10. Scott Phelps (Yam); 11. Craig Jones (Kaw); 12. Phillip Lemere Jr. (Hon); 13. Dave Gunn (Yam); 14. Gary Roach (KTM); 15. Shawn Brell (KTM); 16. Jeff Lauth (Kaw); 17. Rick Wiles (Kaw); 18. Gallie Ward (Yam); 19. Fran Halligan (Yam); 20. Robert Maihos (Hon).

AA: O/A. Fred Andrews (Yam); 1. Scott Summers (Hon); 2. Tommy Norton (Kaw); 3. Larry Roeseler (Kaw); 4. Scott Plessinger (KTM); 5. Kelby Pepper (KTM).

OPEN A: 1. Steven Arthur (KTM); 2. Shawn Brell (KTM); 3. Tommy Harris (Yam); 4. Carl Ennis (Yam); 5. Andy Kendle (KTM).

200 A: 1. Craig Jones (Kaw); 2. Jeff Lauth (Kaw); 3. Ryan Campbell (Yam); 4. Chris McDonald (Kaw); 5. Kelvin Hull (Yam).

250 A: 1. Gene Onail (Kaw); 2. Scott Phelps (Yam); 3. Dave Gunn (Yam); 4. Fran Halligan (Yam); 5. Steven Gordon (Kaw).

4-STRK A: 1. Daryl Gaitan (Hon); 2. David Black (Hon); 3. Ralph Thorn (Hon); 4. Rodney Judson (Hon); 5. Barry Hawk (Suz).

VET A: 1. Phillip Lemere Jr. (Hon); 2. Rick Wiles (Kaw); 3. Gallie Ward (Yam); 4. Robert Maihos (Hon); 5. Jeff Murgel (Yam).

SR A 40+: 1. Terry Mealer (Yam); 2. Alan Brutto (Kaw); 3. John Gallagher (KTM); 4. David Dehner (Yaw); 5. Joseph Lojack (Yam).

S/SR A: 1. Harry Greenlee (Yam); 2. Bruce Triplett (Hon); 3. Donald Harless; 4. F. Hammond (ATK); 5. George Yount (Hon).

OPEN B: 1. Trent Bartolotti (Yam); 2. Elmar Kruza (KTM); 3. David Gaitan (Hon); 4. Marty Sprecher (KTM); 5. James Stohler (KTM).

200 B: 1. Jared Smith (Kaw); 2. Mark Gaither (Kaw); 3. Jim Jarret (Yam); 4. John Bennett (Yam); 5. Joseph Hamor (Yam).

250 B: 1. Todd Davis (Kaw); 2. James Rodgers (Yam); 3. Darius Lattea (Yam); 4. John Shaffer (Yam); 5. Ken Cordray (Suz).

4-STRK B: 1. Barry Barnes (Hon); 2. Mark Martin (Hon); 3. David Brown (Hon); 4. Timothy Harmon (Hon); 5. Paul Stoop (Hon).

VET B: 1. Donald Bigley (Yam); 2. Steve Cooke (Yam); 3. Randy Mansberger (KTM); 4. Jay Deroche (Yam); 5. Randy Fink (Yam).

SR B: 1. Butch Rose (KTM); 2. Barry Lee (Yam); 3. Richard May (Yam); 4. Robert Cox (KTM); 5. John Rader (KDX).

200 C: 1. Bengie Hayes (Kaw); 2. Jeremy Berwanger (Yam); 3. John Pensis (Yam); 4. Richard Wilson (Kaw); 5. Daniel Bigley (Yam).

250 C: 1. Kevin Wright (Suz); 2. Douglas Kendra (Yam); 3. Daniel Kendra (Yam); 4. Mark Denton (Yam); 5. Ralph Thorne (KTM).

GRAND NATIONAL CROSS COUNTRY SERIES POINT STANDINGS (After 2 of 12 rounds): 1. (TIE) Fred Andrews/Scott Summers (38); 3. Thomas Norton (34); 4. (TIE) Larry Roeseler/Steve Hatch (31); 6. Kelby Pepper (26); 7. Guy Cooper (20); 8. Craig Jones (18); 9. (TIE) Scott Plessinger/Gene Onail (16); 11. Doug Blackwell (15); 12. Randy Hawkins (13); 13. (TIE) Tim Shephard/Steve Arthur (12); 15. (TIE) Scott Phelps/JoJo Keller (10); 17. (TIE) Danny Hamel/Phil Lemere, Jr. (9); 19. Dave Gunn (8); 20. (TIE) Jeff Fredette/Gary Roach (7).

Briefly...

An early nomination for Sportsman of the Year goes out to Team Suzuki's **Randy Hawkins** and **Steve Hatch** and Yamaha rider **Tim Shephard**. When former enduro champion **Terry Cunningham** crashed himself unconscious on the opening lap at Sumter, Hawkins and Hatch immediately stopped to attend to their fellow rider and help him off the track. Shephard, a Vet A-class rider, soon came along and, like Hawkins and Hatch, gave up any chance he may have had to win in order to stay with Cunningham.

Two-time National Hare Scrambles Champion **Scott Plessinger** was making his first appearance of the 1994 GNCC Series after being sidelined with an ankle injury. "I went to Florida three days before the first round (in Ocala), but I didn't feel comfortable enough to race," said the 26-year-old KTM factory rider from Ohio. "I went home and rode all week and it didn't bother me too bad, except to go jogging or something." Plessinger sustained the injury two months ago in a Mid-South Hare Scrambles Series event and had to have two screws put into his lower right leg. He admitted after the Sumter that the constant pounding of the deep whoops caused him some pain, but he was otherwise pleased with his fifth-place overall performance.

The Kawasakis of **Ty Davis** and **Larry Roeseler** were equipped with over-sized 3.2-gallon gas tanks - 1.2 gallons better than the stock KX250 fuel-holders. The hand-made tanks were produced by fabricator Brent Foes, who also makes mountain bikes. "The tank works and feels great, but the production time is about 40 hours, which pushes the price of one up to about $800," said Roeseler. "Hopefully, down the road he can come up with a more affordable version." Teammate **Danny Hamel** was using a modified KDX250 tank fitted to his KX250.

Team Green's presence at Sumter came as something of a surprise to the cross country regulars. **Larry Roeseler** mentioned that after competing in the Ocala GNCC on Tuesday and the Alligator Enduro on Thursday in Florida, the squad agreed to make the South Carolina race the last stop on their Eastern tour. "We went to Atlanta on Friday to work on the bikes at the Team Green shop there, then we came over here Saturday to walk the track and get signed up," said Roeseler. Whereas a crew of six attended to the needs of LR, **Ty Davis** and **Danny Hamel** in Florida, only one field technician - **Dave Gowland** - came along for this race.

Veteran pro motocrosser **JoJo Keller** was on hand again for the Sumter race, after finishing 11th overall in his GNCC debut in Florida. Keller was scrambling through the pits searching out Bark-Buster parts to change his Yamaha YZ250 bike set-up from supercross (Daytona) back to off-road. "I really like these races because they are so much fun, but I don't ever want to be ill-prepared like I am today," said Keller. "I've done it for fun the last two weekends, but I'd like to get serious about it. I just don't know if I have the funds to do it." Keller was proving himself to be quite the sand rider in Sumter, moving into seventh overall in the first hour. Unfortunately, his motorcycle had coolant problems and he was forced to quit when the engine kept over-heating.

Defending champ **Fred Andrews** is moving home to Ohio after spending the better part of the winter riding and training in Florida, but has a few more stops to make before he actually makes it back to the Buckeye State. "I'm going to Arkansas for the ISDE Qualifier and then straight up to Tennessee for the Loretta Lynn cross country before I go home," said Andrews. When asked what kind of time-keeping experience he would be taking with him to the qualifier, Andrews answered, "None, but (Suzuki's) **Mark Hyde** told me all I needed was a watch and a route sheet and he would help me."

Scott Summers had a strange encounter with a thief sometime between the Ocala and Sumter cross country events. "Someone stole a brand new chest protector out of the back of my box van at Ocala, then returned it sometime this morning," laughed Summers. "They obviously needed to use the chest protector because it was a little dirty and scraped up when they brought it back. It was probably someone who only needed it for the Alligator Enduro or something. At least I got it back, which was kind of nice of them."

Part-time KTM enduro star/part-time race organizer **Jeff Russell** celebrated his 30th birthday on Sunday at Sumter. Russell did not ride either of the first two GNCC rounds and instead helped organize and design each race. Due to an illness in the family, cross country series boss **Dave Coombs** was not on hand at either of the events.

L.A. Superbike Championship Debuts at the Pomona Fairplex

Two-wheeled road race fans will be treated to one of the most incredible motorsports spectacles ever seen in the Los Angeles area on April 8th-10th when the very first annual **L.A. SUPERBIKE CHAMPIONSHIP** debuts at the Pomona Fairplex.

Returning to Southern California after a three-year absence, Round 3 of this AMA-sanctioned National Series will truly showcase the talents of America's top two-wheeled competitors as they battle it out on the challenging specially constructed 2.1-mile, 13-turn road course.

The history of AMA National Road Racing in Southern California actually dates back to 1976. Originally run at Riverside Raceway, first honors were earned by Reg Pridmore. The following year Wes Cooley was the winner. Then came a hiatus until 1982, when Eddie Lawson was the man to beat. In 1983, events were staged at both Riverside Raceway and Willow Springs Raceway, with Mike Baldwin winning at Riverside and Wayne Rainey taking the title at Willow. In 1984, Fred Merkel won at both tracks; sadly, his victory was the end of racing at Riverside. Racing continued at Willow Springs in 1985, putting Kevin Schwantz in the Winner's Circle. Again, two-wheeled racing came to a halt and it wasn't until 1990 that Willow Springs hosted their final National with Randy Renfrow grabbing the coveted checkered flag.

With Southern California being the motorcycle industry's home base, the lack of racing in this area has long been a major complaint of fans, factories and riders. Therefore, it is not a surprise that its return is being greeted with tremendous excitement and great expectation.

A number of changes have taken place during the three year absence. New formats, new teams, new riders, new classes, and more have been instituted to make this unique and intense form of high-speed competition the most exciting racing event in the United States.

Non-stop action will be the theme as the **L.A. SUPERBIKE CHAMPIONSHIP** presents:

- SUPERBIKE
- 250cc GRAND PRIX
- THE HARLEY-DAVIDSON TWIN SPORTS
- THE HP4 600cc SUPERSPORT
- 750cc SUPERSPORT
- THE EBC BRAKES UNLIMITED TEAM CHALLENGE
- THE MIDDLEWEIGHT TEAM CHALLENGE
- 125cc EXHIBITION RACE

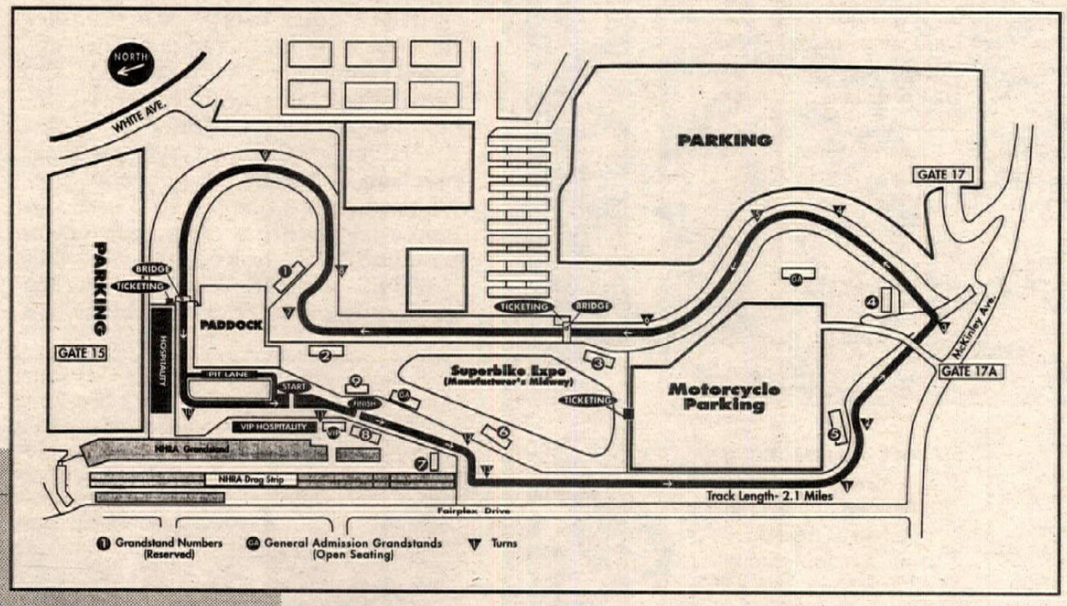
Miguel DuHamel and the fast-improving factory Harley-Davidson VR1000 are entered in the L.A. Superbike Championship at Pomona Fairplex April 8-10.

Eight great events...America's top two-wheeled professional athletes... the fastest road racing machinery from Yamaha, Honda, Kawasaki, Suzuki, Ducati and Harley-Davidson...the exotic 250cc GP bikes...and more will all be ready to make April 8th-10th a weekend long remembered throughout the industry.

Long heralded for its excellent motorsports events, the Pomona Fairplex, or Los Angeles County Fairgrounds as it was formerly known, has a long history of very successful races. Back in the 50's, fans from all over were on hand to witness J.C. Agajanian's National Championship 100-Mile Stock Car Races on the half-mile oval. The California Sports Car Club first used the 2.1 mile road race course in 1956 for their Pomona Road Races. In 1957 USAC joined the parade, running stock car races. At that time, stock car fans were really impressed when Les Scott, driving a Ford, set a qualifying record of 81.828 mph. On April 8-10, the speeds will be much different. Superbikes can hit over 180 mph and do zero to sixty in 2.5 seconds with street gearing. Unprotected by roll bars, yet swapping paint and banging handlebars, today's two-wheeled racers exhibit a unique blend of determination, consistency, smoothness and courage as they battle their way through lap-after-lap of wheel-to-wheel competition.

Centrally located, with easy freeway access for the entire Los Angeles area, (take the I-10 to Fairplex Drive - one mile east of the 57 freeway) the Pomona Fairplex is an excellent venue for this event.

Order your tickets now and don't miss the April 8th-10th **L.A. SUPERBIKE CHAMPIONSHIP**. Advance tickets are available at participating Yamaha and Suzuki Dealers, through TicketMaster, and by mail from Race West Productions, 1200 North Barsten Way, Anaheim, CA 92806. Advance prices are $25 for a three-day General Admission. Children 15 and under are admitted free, when accompanied by an adult. Paddock Passes are $10.



SCHEDULE OF TRACK EVENTS

Friday - April 8th

8:00am	- 12:00pm	Practice
1:00pm	- 2:30pm	Practice
2:40pm	- 3:30pm	Superbike Qualifying
3:35pm	- 5:30pm	Practice

Saturday - April 9th

8:00am	- 10:25am	Practice
10:30am	- 10:50am	750cc SuperSport Qualifying #1
10:55am	- 11:15am	750cc SuperSport Qualifying #2
11:20am	- 11:50am	250cc Grand Prix Qualifying
11:55am	- 12:15am	Harley-Davidson Twin Sports Qualifying
1:15pm	- 2:00pm	Superbike Qualifying
2:05pm	- 2:25pm	HP4 600cc SuperSport Qualifying #1
2:30pm	- 2:50pm	HP4 600cc SuperSport Qualifying #2
3:00pm		RACING BEGINS
		750cc SuperSport - 75K
		Middleweight Team Challenge - 1 hour

Sunday - April 10th

8:00am	- 11:00am	Practice
NOON		RACING BEGINS
		EBC Brakes Unlimited Team Challenge - 1 hour
		Harley-Davidson Twin Sports - 25 miles
		HP4 600cc SuperSport - 75K
		250cc Grand Prix - 75K
		Superbike - 100K
		125cc Grand Prix Exhibition Race

A specular weekend of entertainment, racing action won't be the only attraction at the **L.A. SUPERBIKE CHAMPIONSHIP.**

Adding to the festivities will be:

- **THE CYCLE WORLD MAGAZINE CONCOURS D'ELEGANCE**
  Showcasing dozens of the best classic and vintage motorcycles ever seen in Southern California.
- **THE BIG TWIN CUSTOM HARLEY SHOW**
  A dazzling collection of exotic and street-ridden custom Harley's.
- **THE MANUFACTURER'S MIDWAY**
  A full range of the latest and best in machinery and accessories.
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- **RIDE AROUND THE TRACK**
  Tour the track on your own bike. Just pick up a voucher at any one of the participating Yamaha or Suzuki dealers.
- **SECURED MOTORCYCLE PARKING INSIDE THE TRACK**

All gassed up and

By Michael Scott
Photos by Bernie McGuire, Michael Rohanna and Henny Ray Abrams

One can say it with confidence - the 1994 Grand Prix road racing season will be a gas. Or several gases - and it will take an expert with a laboratory to know the full truth about them all.

The low-lead 110-octane Avgas rule that comes into force in 1994 cuts right across the GP spectrum, posing a new set of technical questions to lay across those already in play. It brings with it the threat of power losses and the risk of detonation and piston seizure as the fuel octane number drops from the special brews used up until last year. (How much each team stands to lose depends largely on the strength of their old fuel formulation - always a controversial area, with each team reluctant to protest against the next one for fear of opening a can of worms.)

Hand in hand come the fuel engineers with their frighteningly sophisticated chemicals. The Witches' Brew syndrome takes another step forward in importance.

Just in passing, consider the testing performance of the 250cc works Hondas. They were pretty average in early tests. Then they appeared at Jerez with their tanks brimming with Elf's latest fuel - suddenly they were rocketships once again.

The new fuel rule, intended as a first step towards a lead-free future, is far from popular. It's another troubling element in a season which has many disturbing ingredients.

Being felt most acutely is a shaky financial background. The new IRTA/Ecclestone/Dorna regime was conceived at a time of economic growth, and relied on continuing prosperity. It has been hit hard by worldwide recession. Ecclestone has sold out. Dorna's holding company, Banesto Bank, has gone bust. There has been no replacement for Honda's departed sponsor, Rothmans, and many other teams are also facing financial or sponsorship problems.

Meanwhile, promoters are losing heavily at several key events, especially in Britain and Germany, while the last training ground for potential 500cc-class riders - the factory-backed All-Japan championship - suddenly switched to superbikes, instead.

IRTA's entry lists were also rather thin - skating on the edge of the supposed contractual minimum in the 500cc class, in particular, with some newcomers and previously banned slow old-timers being welcomed in to make up numbers. Remember Andy Leuthe (pronounced Loiter), the target of many an elbow or foot from lapping riders in past times? Well, he's back.

All this without even mentioning the vacuum on the 500cc grid left by the sad loss of Wayne Rainey. "I guess it leaves space on the rostrum for some new guys," he said recently.

What GP racing needs is a damn good shot in the arm. Happily, it might actually happen. We have all the ingredients in place for a fine season of racing, with many interesting new trends. One is a possible nemesis for the V-four 500s, facing a proposed twin-cylinder "super-250" challenge from Aprilia. Another is the notion that Cagiva might now be really good enough to defeat the Japanese factories at their own game. All that's needed is a bit of good luck to see things through without problems, so that racing may provide its own impetus to mend itself.

500cc: A SHRINKING ESTABLISHMENT

Predictions over the past three years or more have been easy in the premier class - pick one name out of three: Rainey/Schwantz/Doohan.

The list is shorter now, but the choice remains the same, with a few new wrinkles. The most likely overall winner is still either defending champion Kevin Schwantz, on the Lucky Strike Suzuki, or the nearly man-of-1992 Michael Doohan, on the unsponsored HRC Honda. But the establishment faces stronger opposition than ever from a handful of new, or otherwise renewed, challengers.

Most of the smart money is on Doohan right now, especially since Schwantz broke his arm just three weeks before the first race. Doohan was set to walk away with the title in '92 when he suffered a ruinous crash in practice at Assen. That left him with leg injuries that troubled him throughout '93, and he was subjected to a bizarre bone-straightening technique at the end of the year. But the Queenslander is now fitter than he's been in a long time,

(Above) The last thing Kevin Schwantz needed to start the defense of his 500cc World Championship was a pre-season injury, but that's exactly what happened to the Texan. Schwantz suffered a broken arm while mountain biking only three weeks prior to the season-opening Grand Prix in Australia. He says he'll be ready for Eastern Creek, though. (Right) Suzuki have refined their RGv500 for the 1994 season, changing little more than the paint job. Why mess with success?

ready to go

and he was faster (fractionally) than Schwantz during Eastern Creek tests. Honda has the capability to use fuel injection if it helps them adapt to the low-lead fuel, and already have a GP bike good enough for novice Beattie to have taken a victory on last year.

Schwantz's broken arm seems certain to damage his start to the season, no matter how successful the quick-cure plating operation proves to be. Eastern Creek and the next circuit, Shah Alam, are both intense and very physical. But he's a seasoned campaigner, and will surely rack up good points anyway, putting him in a position to benefit from any problems his rivals may run into. If so, then he'll surely be able to maintain motivation. The Suzuki effort is very much a holding operation. Their bike was the best all-arounder of last year, and they've done little except to polish up some rough edges. In the normal course of events, this would be enough to keep it competitive - but as ever, Schwantz lacks any edge of speed. A few wet races would help his cause.

The new wave spans the full spectrum of age and experience, including ex-champions in 125 and 250cc classes and a handful of other former race winners. As well as their individual strengths, all benefit from the technical changes over recent years that have swung the balance back a little from the wheel-spinning ex-dirt-bike riders towards those with a purer road-racing background who have graduated to 500s from smaller classes. Tires have improved both in grip and endurance, meaning that wild wheelspinning is no longer inevitable from halfway through the race, while the Big Bang close-firing-order engines have contributed hugely to the same phenomenon. Smooth cornering and high lean angles are making a comeback.

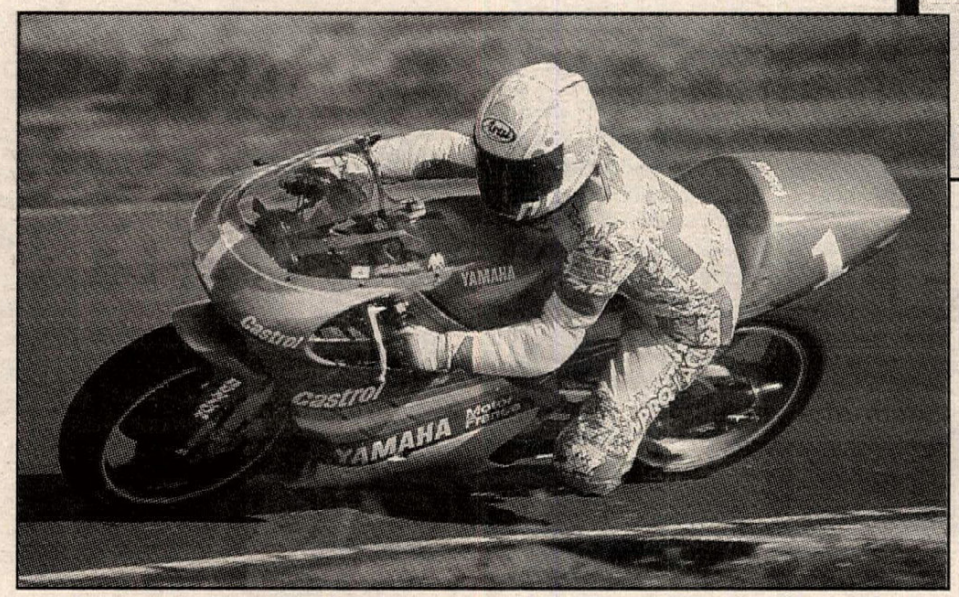
Schwantz's hot-to-trot teammate, Alex Barros, is a fine example. The ex-250 rider is capable of lap-record speeds, and matured a lot during the course of his first Suzuki year in 1993, which ended in his first race win. He's still only 23, but very experienced, and probably now mature enough to hold back the wild streak that cost him two other race wins last year.

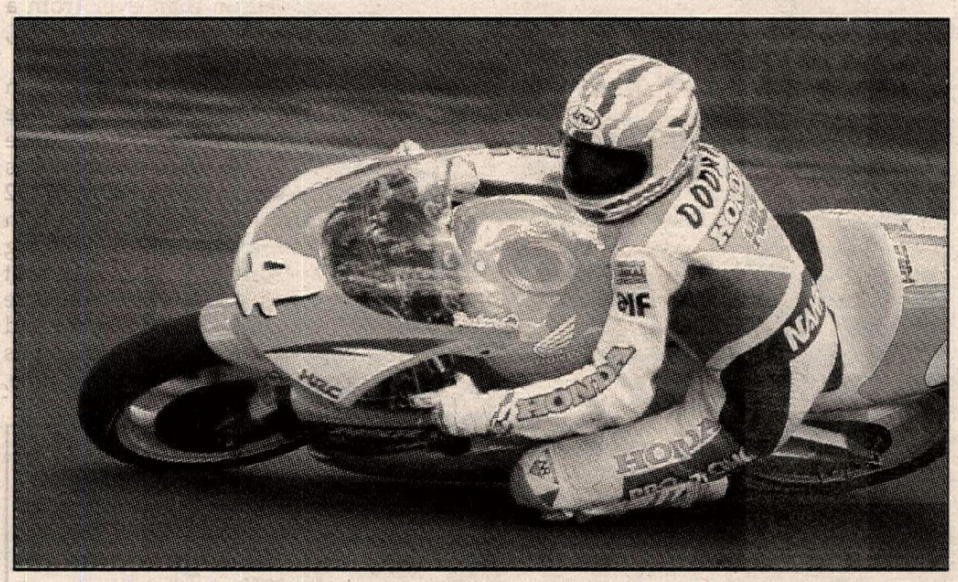
The standard-bearer for the ex-250 riders will probably turn out to be Luca Cadalora, whose stylistic mastery gave him one 125 title, followed somewhat later by dominance in the 250 class. At 29, he also has to do it sooner rather than later. Whether his second 500 year will bring matching success depends largely on what sort of Yamaha his Marlboro Team Roberts bosses give him to ride. For a second year the all-new bike (rumored to have a fuel-injection option) proved disappointing in pre-season tests, and the squad again switched back to the "old faithful" Roc-framed machine that is nothing more than an updated Big-Bang 1992 works bike. It may be near the end of its development potential, but it still outclasses anything else the factory has built.

The second Yamaha rider is Daryl Beattie, unexpectedly cast aside after several years with Honda. So far he's shown himself skilled but also naturally conservative, holding back from taking risks to compensate for machine weakness. I expect he'll need a little time to find his feet.

Honda's back-up troops are less than wildly exciting. Shinichi Itoh is back for a second year, and might win a race. Alex Criville is also Honda-mounted again, but has proved to be so erratic in recent years that there seems little likelihood of a sustained year-long campaign. Alberto Puig is making a 500cc-class debut at the age of 27 - his job at Team Pons has more to do with sponsorship than promise. Yet there are candidates aplenty to provide good racing for the middle points.

Cagiva's potential is always shrouded in some mystery - all the more so now they have John Kocinski in the saddle. All the





(Above and left) 250cc World Champion Tetsuya Harada will defend his crown on a Yamaha France TZM250. (Below left) Michael Doohan should prove to be Schwantz's biggest threat. (Below) Luca Cadalora returns for his second season on Marlboro Yamaha YZR500s. (Bottom) Cadalora will be joined by Yamaha and Dunlop first-timer, Daryl Beattie. The Australian finished third in last year's championship aboard a Rothmans-backed Honda NSR500.

signs are good. Kocinski won a race for them last year, their first-ever dry-weather victory coming at the end of a year when they had really started to look like competitive race-bike designers and builders, rather than pale imitators of the Japanese. Rider Kocinski certainly has a lot to prove as well. He's the other past champion in the pack (250/1990), and this is something of a second coming for him in the 500cc class. We're all agog to see if he can put a full season together without faltering.

Kocinski has put teammate Doug Chandler rather in the shade, his arrival coinciding with a rough patch after Chandler's fine third place finish in last year's Eastern Creek race. This makes Chandler another man with plenty to prove.

The Aprilia challenge - the 400cc lightweight V-twin intended to capitalize on the fact that the 250s are drawing ever closer to 500cc lap times - may take a little time. Already the program is running late, and the bike will not be ready for the opening three rounds. Instead, wily rider Loris Reggiani is gearing up for an assault that will begin in Europe, at the twisting Jerez track; he has announced that he intends to be on the front row of the grid. This may not be far-fetched. The 250s were faster than the 500s at the recent Jerez IRTA tests, and the 250 pole man last year (Tetsuya Harada) would have been on row two of the 500 grid.

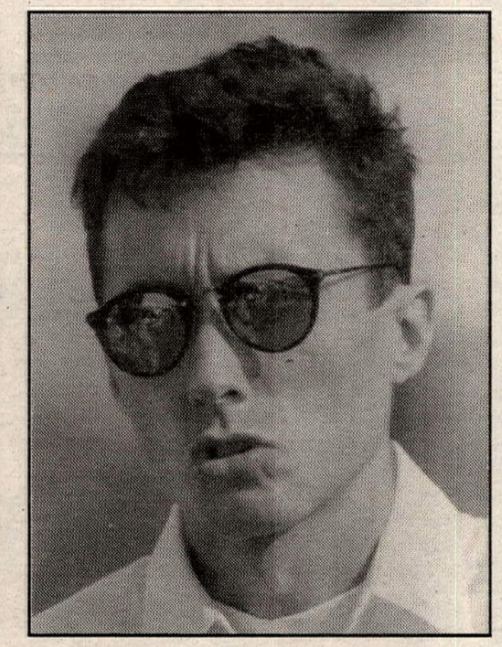
Privateers brought the 500cc class numbers up to a total of 32 at the last count. The ones worth worrying about at this stage have Big-Bang motors: the redoubtable Niall Mackenzie and the talented Juan Lopez-Mella on Roc-Yamahas; and British second-year men John Reynolds and Sean Emmett on Harris-Yamahas. The latter will again be burning no-lead Shell fuel, leading the whole field in this respect if no other.

IRTA's test at Jerez showed that some of the riders drafted to fill out the 500 grid may have had a nod of approval from riders' representative Franco Uncini, but they're way off the pace at this stage. Where last year there was good midfield dicing among the privateer riders, it seems there may also be dicing this year in the backfield, among the very slow. Expect lots of complaints from the fast men, who will be obliged to lap some of these riders three or more times in a race.

If all things remain equal, it looks as though Doohan will probably have a relatively easy run to his first title. The thing about racing, however, is that things usually don't remain equal - and that's a good thing, too, in terms of keeping interest in the championship alive.

(Above) Shinichi Itoh will race a fuel-injected Honda NSR500 again in '94. (Left) Doug Chandler returns for a second year on the factory Cagiva. (Right) Max Biaggi is back on Aprilias after a season on Hondas. (Far right) Alex Barros will team with Schwantz on the Lucky Strike Suzuki squad.

(Far left) John Kocinski hopes to give Cagiva its first 500cc World Championship. (Left) Loris Regianni will ride a "super 250" Aprilia in the 500cc class. (Below) Spanish 500cc class rookie Alberto Puig will ride a Sito Pons-owned, Ducados-sponsored Honda NSR500.



250cc: MORE OF THE SAME

Last year's 250cc class brought forth exemplary racing. A new breed of young heroes from Italy led the way in slashing lap times, and leaving the established stars reeling. But it was a young newcomer from Japan who stole the title, after a year of supremely stylish consistency on an underdog Yamaha.

Tetsuya Harada is back again on a Yamaha, now in French colors, after coming close to moving to Suzuki during the winter. Like his rivals Loris Capirossi, Doriano Romboni and Max Biaggi, he is a year older and wiser. At the age of 22 he already displayed frightening maturity - now that he's 23, this could prove devastating.

The Hondas are likely to have the speed, however, and Capirossi is one whose maturity could certainly use some toppping off. If only the former double 125 champion, still only 20, didn't have to worry about the other men being on Hondas, too.

The Marlboro-Pileri bike will probably have the most trouble from HB-backed countryman Romboni, a conspicuously aggressive Honda hero who was a serious title prospect last year until he broke his leg at Assen.

Honda has jettisoned old-brigade riders - Puig to 500s, Helmut Bradl to retirement. New men on NSRs are: Ralf Waldmann, always impressive in his 125 career; Spaniard Luis d'Antin; and, rather surprisingly, former motocrosser Adrian Bosshard of Switzerland, who rode a kitted RS Honda last year without any particular distinction. Returning for a second shot are Tadayuki Okada and fellow-Japanese Nobuatsu Aoki, always assuming the latter can get the money together. Wilco Zeelenberg is also back on an NSR. The Dutchman last rode one in 1991, a year after claiming his sole GP win. Like many, he is starting the year without enough money to complete it, and relying on luck to see him through one way or another.

Another sign of hard times is that Okada, whose season last year was spoiled by injury and who doesn't seem to be at the same level as Harada, Capirossi etc., will have his factory bike prepared by Erv Kanemoto. With the dearth of sponsorship money, it was the best Japanese-American tuner/manager he could get.

With Harada the sole factory Yamaha rider, star debutant Kenny Roberts Jr. is understood to have a stock TZ inside his

Marlboro-Yamaha fairing. Who can stop the Hondas? Certainly not Suzuki, who failed to find a rider/sponsor combination even though their '94 250 is reckoned to be much improved. Harada and Pier-Francesco Chili were both candidates, but the official word is that the project is dead.

It's down to Aprilia, whose rider Jean-Philippe Ruggia produced a string of stunning rides late last season, to the delight of the Italian factory's new Chesterfield sponsors. Ruggia's back this year - so, too, is former Aprilia rider Max Biaggi, after a bad year with Honda. Biaggi was superb on the Aprilia as a GP first-timer in '92, but there are doubts whether the machine will be good enough to keep pace with the Hondas this season, at least in the early rounds.

Never mind. Aprilia also has former off-road superstar Jean-Michel Bayle on a full factory bike in Chesterfield colors, so they can rely on fervent press coverage in Francophone countries no matter what their results.

Privateers are mainly on Aprilias, and swell the grid numbers to 32. There would have been more, but several riders, including British champion Nigel Bosworth, have had to pull out because they couldn't find the necessary backing. They will miss some good racing.

125cc: YAMAHA JOINS THE FUN

The profile of the smallest class was changed somewhat last year by an invasion of Orientals that put four Japanese riders in the top six of the championship. This trend was reinforced when Kazuto Sakata, second overall, was poached from Honda by Aprilia to become the first Japanese rider for a European factory team.

This year's invasion is mechanical. Yamaha is joining in, after winning the All-Japan title last year on their first attempt. Although the privateer bike they offered for sale late last year was very basic, the factory-backed machines have been fast in tests and in an early outing in the Spanish Ducados Open Series. It is not a works bike insists the factory, but rider Yoshiako Katoh is a factory tester, and his mount is certainly more than merely factory-fettled. So, too, will be that of his team owner and team-mate, the veteran former multi-champion Jorge Martinez. Stefan Prein and Manfred Baumann will also ride Yamahas - both are noted riders, the former a GP winner.

In addition to works-rider Sakata, Aprilia will be giving some factory support to Marlboro-backed Olivier Petrucciani and Ducados-sponsored Carlos Giro, who crashed in almost every race as its official works entry last year (to be fair, it wasn't always self-inflicted).

Honda's effort is even more confusing than last year, when the B-kit turned out to be superior to the previously coveted A-kit, and the title was won by Dirk Raudies on a private 1992 B-kitted bike. The little German has access to higher-level tackle, but it is not yet known whether he will choose to use it.

Honda has some big names, however, with Noboru Ueda, Akira Saito, Fausto Gresini, Masafumi Ono and Bruno Casanova merely some among them.

Hitherto, riding talent has generally been more important than machinery in the 125 class, and a relative shortage of horsepower has been a great leveler leading to very competitive racing. Let us hope that the advent of Yamaha as a third technical force will not put an end to this. CN

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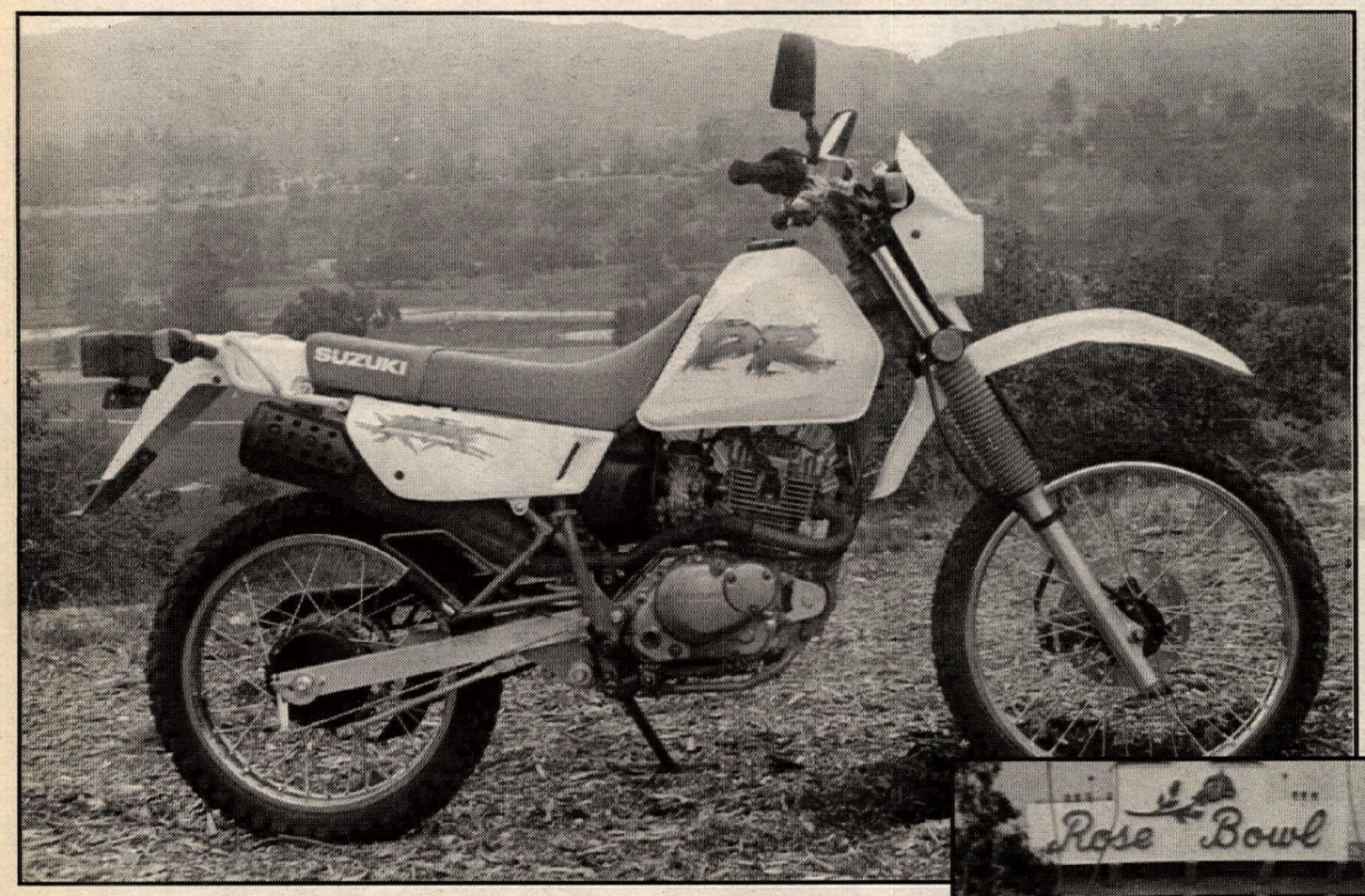
Good things come in small packages



reached a maximum speed of 70mph, but only after what seemed like minutes. Though the bike is capable of attaining freeway speeds, each of the testers felt that the machine was too small to be ridden amongst the thousands of pounds of four-wheeled metal. And speaking of riding two-up, the DR's clutch emits a loud, squealing noise when it is forced to pull nearly 300 pounds of passenger weight away from a complete stop.

Zipping around town on the DR was confidence-inspiring. And why shouldn't it be? With such a low seat height and upright, dirt-bike-style ergonomics, the DR125S feels like a mini bike with street tires. Thanks to its light weight (for a dual sport bike), the 125 is easy to flick around corners, into driveways and (dare we say it?) over speed bumps.

(Left) Despite its bulbous fuel tank, the Suzuki DR125S feels as small as it looks. The 31.5 inch seat height keeps beginners close to the ground and comfortable. (Below) Running quick errands or taking short trips on the DR will bring a smile to your face. The bike is extremely easy to maneuver.

By Donn Maeda

They say that bigger is better, but in the case of Suzuki's all-new DR125S dual sport machine, that cliche has never been more off-base. Why is it that the words "all new" - when coming from a motorcycle manufacturer - conjure up images of high-tech, turbo-charged race machines? Sadly, we at *Cycle News* are just as guilty as the next of jumping to such conclusions. When word of an all-new Suzuki reached our offices, we sat in anticipation, wondering what it could possibly be. However, when the DR125S was finally unveiled, we must admit that a brawl didn't immediately break out amongst the editors over who would get to test Suzuki's newest dual sporter.

What we have found in the past few weeks, however, is that our lack of enthusiasm was quite undeserved. The DR125S - although small and somewhat underpowered - is quite a machine.

At the heart of the smallest DR is a 124cc, single overhead cam, two-valve, air-cooled four-stroke motor. You'll find no kick-start lever on this puppy, as Suzuki has gone with the "big bike feature" of electric starting. A 31mm Mikuni carburetor handles the air/fuel mixing duties, while Suzuki's PEI ignition system produces the spark that makes it all happen. A six-speed transmission puts the "power" to the ground via a smallish 428 chain.

Chassis-wise, the DR125S features a low 31.5 inch seat height (that's 6.3 inches lower than an RM125, and 3.5 inches lower than a DR250S), and a 54.5 inch wheelbase. Suzuki claims that the machine's dry weight is 251 lbs.

Showa suspension units handle the bump absorption on both ends. The fork offers 8.1 inches of travel, but has no compression or rebound adjustments. Out back, the shock can be adjusted via spring preload, and boasts 7.9 inches of travel.

A single hydraulic disc graces the front end, while a drum does the stopping in the rear. Like the larger DRSes, the 125 features a 21/18" front/rear wheel combo.

At $2999, the DR125S isn't exactly cheap, but as with all dual sport motorcycles, you're really getting "two bikes for the price of one."

ON THE STREET

Firing up the little DR was as easy as flipping the fuel petcock to the open position, pulling the easy-to-find choke knob, inserting the key, pulling in the clutch lever and pushing the start button. The fuel petcock has "off," "on," and "reserve" settings, but we never had to resort to the reserve setting. The first thing that we learned about the DRS is that it is *extremely* cold-blooded. Plan on letting the machine idle for at least five to 10 minutes before taking to the streets. Failing to let the machine warm up sufficiently will leave you with a stalled motor as soon as you engage the clutch.

A quick look at the motor will reveal that there is no auxiliary kick-start lever. Why not? Our guess is to keep the weight down, and that Suzuki had enough confidence in its electric starter to leave one off. The electric starter on our test bike never failed us, but we would still like the extra security of a back-up.

Once underway, the DR125S performed just as we expected. No, the motor is not a fire-breathing torque-monger, but it does deliver a steady pull of power that is characteristic of four-stroke engines. Low-end power is a bit lacking; don't expect to grab any holeshots while powering away from stop lights. Once underway, however, the DR is quite respectable. According to California traffic codes, a motorcycle must have an output of at least 16 horsepower to be freeway legal. Suzuki wouldn't provide us with a horsepower figure, but would confirm that the DR125S was certified street legal in the state.

Freeway legal, maybe, but each of our staff members opted to pass on such an adventure. With a 165 lb. rider and 100 lb. passenger aboard, the DR

The front disc brake is a welcome feature when it comes time to bring the DR down from speed. The rear drum is strong enough to do the job required of it. Since warp speeds are not attained by the small machine, a rear disc isn't really necessary.

ON THE DIRT

Leaving the pavement and taking to the dirt was a pleasing experience. On our first off-road outing, we explored some fire roads in the San Gabriel mountains. Like on the street, the bike's

KAWASAKI DOMINATES DAYTONA WITH A HISTORY TEACHER, CALIFORNIA BOY, GRAND MUDDER AND A COUPLE OF REALLY GOOD ENDURANCE GUYS.

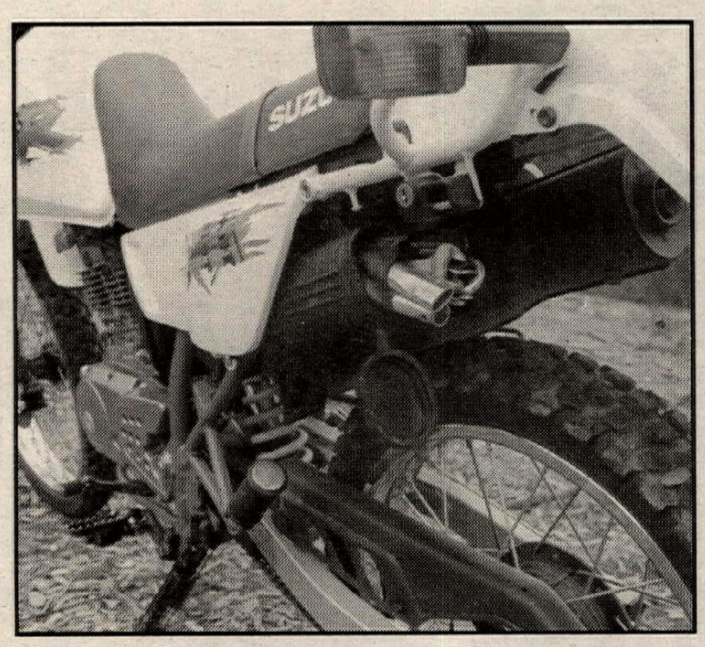
Suzuki DR125S

small chassis and relatively light weight was confidence-inspiring off-road, as well. Unlike bigger, heavier, dual sport machines, the 125 didn't feel super top-heavy. Though the street/dirt tires demand that extra caution be taken in slippery conditions, the bike hooked up reasonably well. The smooth power delivery, combined with the street/dirt tires, also produced some pretty predictable slides. Jay Springsteen, watch out.

Though we didn't take a bigger bike along for comparison, a few of the testers felt that - on certain trails - they were able to ride faster, with a greater feeling of control, than they could have aboard a larger machine, largely due to the fact of its small size and mellow power. But there's no comparison when it comes to serious dual sport riding - the bigger DRs have it.

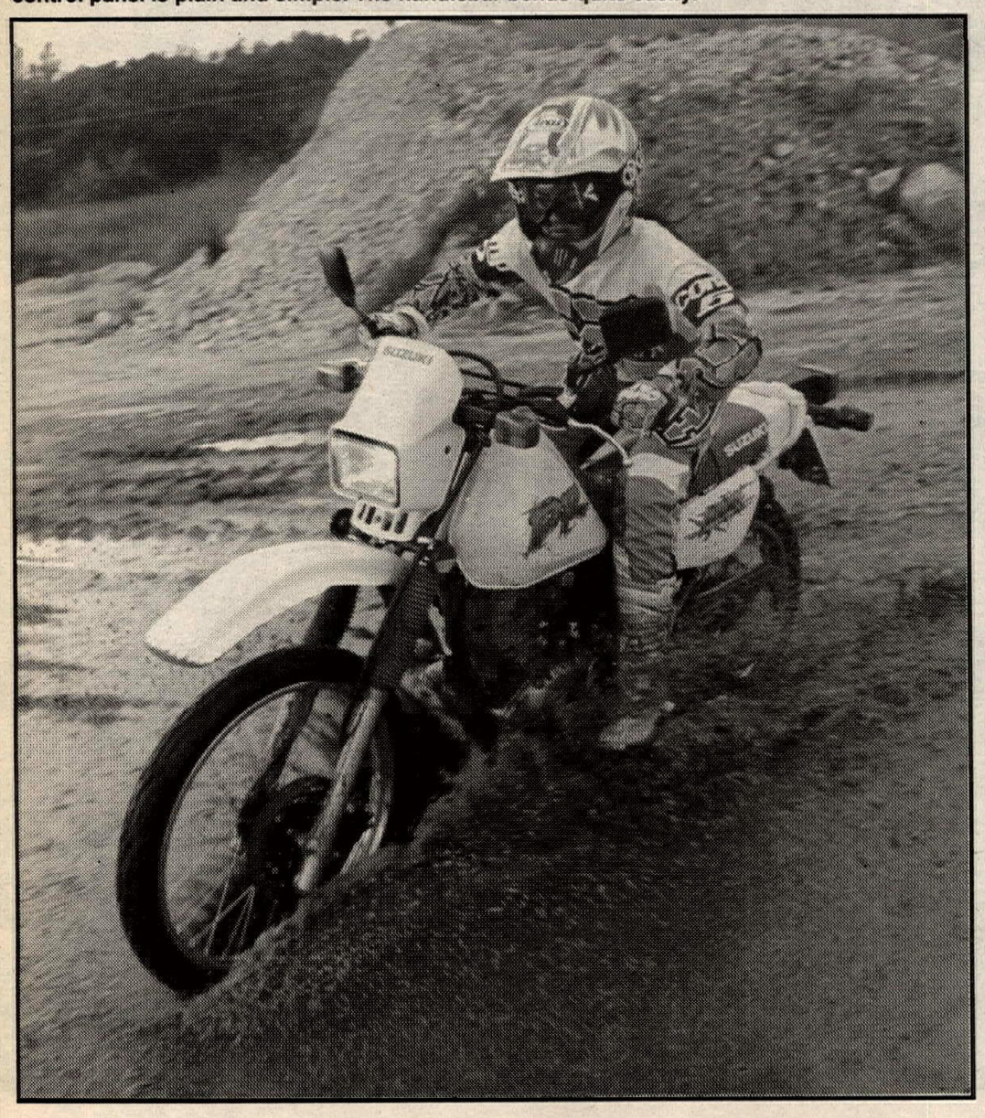
Our second off-road adventure came on a full-blown motocross course, complete with whoops, jumps and ruts. Sure, that's the last thing the DR was designed for, but why not try it anyway? To our surprise, the DR125S again performed admirably. Though the suspension's limitations were reached in a matter of feet, the bike as a whole handled quite well. Small jumps were handled with ease, as were the whoop sections when the speeds were kept to a reasonable level. As a matter of fact, one of our testers was able to catch and pass a lesser rider who was aboard a full-blown 250cc motocross bike.

The most surprising thing, however, was how well the bike tracked in the sandier sections of the course. This made little sense, as the tread on the street/dirt tires hardly seemed appropriate. Go figure.



(Above) A small - yet relatively complete - tool kit is stored in a compartment behind the left sidepanel. (Right) The DR is a comfortable machine, but the seat is too soft for any extended time in the saddle. Expect to hit your feet on the turn signals the first few times you throw a leg over the seat.

(Below) Off-road, the DR demands that extra attention be paid to the dual-sport tires, but otherwise performs admirably in the hands of a beginner. The suspension is on the soft side for agressive riding, but that's not what the DR was made for, anyway. (Right) The DR's control panel is plain and simple. The handlebar bends quite easily.



SO WHAT DO WE REALLY THINK?

All in all, the DR125S is a fun, easy-to-ride motorcycle that may be the ultimate machine for a beginning rider. On the street, the bike's mellow power output and smallish ergonomics are perfect. Besides, who wants to *learn* on a GSX-R750? For zipping around town and running errands, the bike is ideal, but we wouldn't recommend it for commuting any great distances.

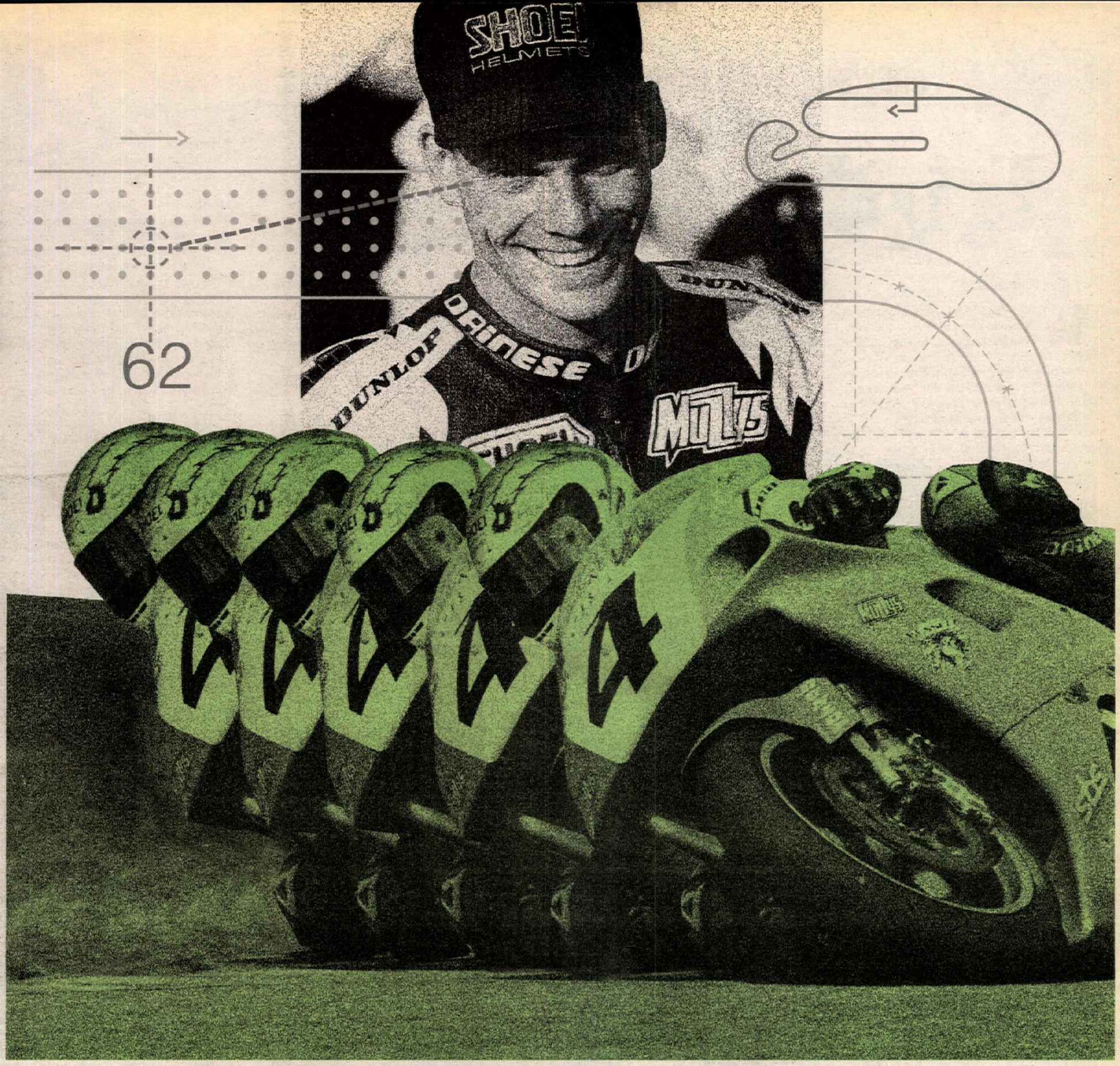
On the dirt, there are better choices for a beginning rider, but those machines are "off-road only," and not as versatile as the DR125S.

But what if you're not a beginner? The DR125S can still be a bundle of fun - just ask the tester who raced past that CR250. CN

Suzuki DR125S

Specifications

List Price	$2999
Displacement	124cc
Engine type	Air-cooled, single cylinder four-stroke
Bore X Stroke	57x48.8mm
Compression ratio	9.5:1
Carburetion	31mm Mikuni
Ignition	Electronic
Transmission speeds	6
Starting system	Electric
Fuel capacity	3.3 gal.
Wheelbase	54.5 in.
Rake/trail	61°x112mm
Seat height	31.5 in.
Front tire	70/100x21
Rear tire	90/90x18
Front wheel travel	8.1 in.
Rear wheel travel	7.9 in.
Front brake	Disc
Rear brake	Drum
Final drive	Chain
Claimed dry weight	251 lbs.



Taking Daytona is difficult enough. Making history there is nearly impossible.

March 13, 1994. Team Muzzy Kawasaki's Scott Russell accomplished the impossible. Never, in the history of Daytona, has a rider picked his way from 62 in the grid to victory. Never. Only Scott Russell. Only on a Kawasaki.

Kawasaki

Let the good times roll.

Kawasaki MOTUL DUNLOP MOTUL MOTOR OIL ÖHLINS SUBAKI SBS POWER MIST RACING FUELS PERFORMANCE MACHINE INC. NGK

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Triple threat

By Alex Hodgkinson

While the AMA Camel Supercross Series is already well underway here in the States, Europeans are just getting ready for their main off-road attraction to start. Most of the American limelight is focussed on the stadium circuit, but it's the outdoor GP scene that appeals to the European race fan.

With the season rapidly approaching (it kicks off on March 20, with the opening 250cc round in Jerez, Spain), all three World Championship Series appear to be in good health. Even the most strident attempts of meddling bureaucrats to hijack the GPs and reduce the importance of the 125 and 500cc series, at the expense of the quarter-liter division, have failed miserably, and in 1994 all three classes will run at full strength for the 20th consecutive season.

In fact, the 125 and 500cc categories face the future with fewer worries, as they have already adapted to the prevailing world economic climate, while the 250s, hyped up beyond their genuine status, are currently casting a worried eye towards their financial backers, who may not consider they are getting enough return for their investment now that the FIM has cancelled the TV contract and has nothing to offer in its place.

For 1994 however, the 250cc World Championship retains its "premier" status, as well as its expensive 15-round worldwide schedule, so let us first look at the front runners in that category.

More top riders than usual have switched camps this winter, and a lot will depend on how quickly they settle down. Unable to land a deal which met his financial requirements in the States, defending champion Greg Albertyn has switched from Jan De Groot-tuned Hondas to the factory Suzukis on the team of Sylvain Geboers. The South African playboy could win easily, but he could also falter, as the third consecutive title has always proved to be the most difficult. Winning three consecutive GP crowns is a feat which has only been achieved by Paul Friedrichs, Joel Robert, Roger DeCoster and Heikki Mikkola, and only the latter achieved it without a great deal of luck.

Albertyn's chief rival could be the rider he replaces on the Geboers team - Stefan Everts. The Belgian has linked forces with ace tuner De Groot and, like Albertyn, will have the handicap of using an unfamiliar marque. Everts' career to date has always been with Suzuki, while De Groot has been associated with Honda for a decade, but they come together with the factory Kawasaki team, still under the leadership of the redoubtable Alec Wright.

There is more stability in the set-up for last year's other medalist, Donny Schmit. The deposed champion from Minnesota remains with Michele Rinaldi on the factory Yamahas, but his problem could once again be the sand races; it was his meagre scores in Holland and Belgium which cost him his title last year, even before injury dropped him to a distant third.

The "challengers" are numerous. Kurt Nicoll is probably the only potential British title candidate, but his broken arm this winter makes life difficult for him. Other Honda hopes for the title are the Italian-based duo of Tallon Vohland and class newcomer Yves Demaria. The American, Vohland, has shown speed in both of his previous GP campaigns, but lost his medal chances each time with injury a couple of weeks before the opening GPs, while the Frenchman, Demaria, was renowned for his lazy approach until last year when he finished runner-up in the 125 series under the guidance of ex-champion Jacky Vimond.

Dutchman Edwin Evertsen is the man who has finally been signed to ride for HRC through Eric Geboers, but the 1992 world number three has always lacked the required aggression for ultimate success in the past.

Kawasaki's effort this year is tremendous. In addition to Everts, the works team has also signed up highly-rated Swede Joakim Karlsson, a rugged rider in the mold of Hakan Carlqvist, while Belgian Jaimy Scevenels stays under the wing of De Groot in his switch from Honda.

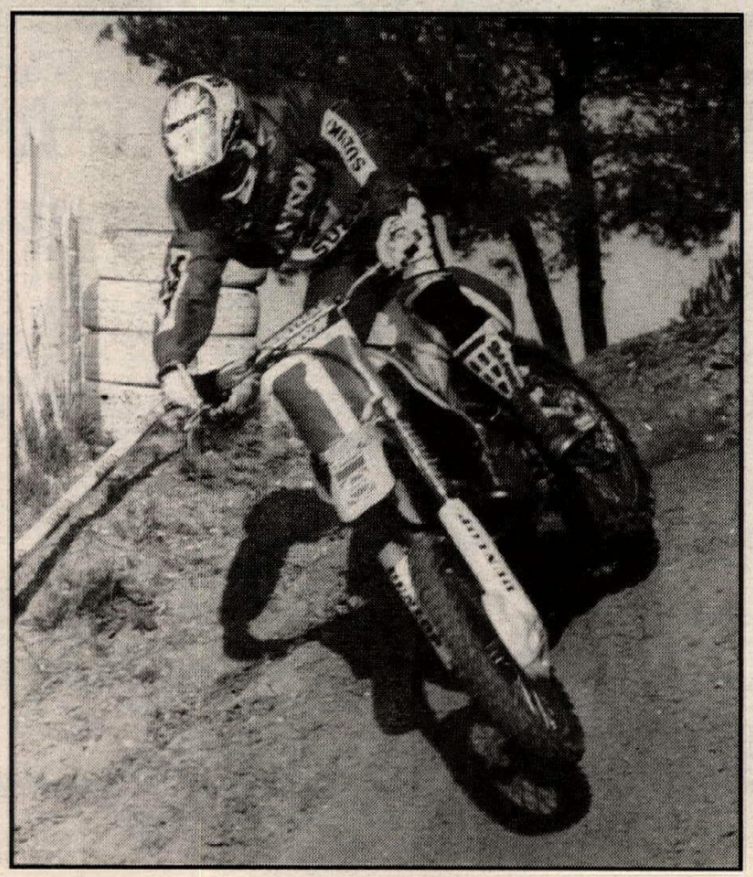
Rob Herring will have identical resources at his disposal after joining the RWJ team, and will undoubtedly once again prove to be phenomenally fast - but he has been that for eight years and never gotten anywhere near a world title. "Fish" fits the mold of Torleif Hansen and Jaroslav Falta - and they never won anything either!

A further Kawasaki challenge comes from the Italian duo of Alessandro Puzar and Michele Fanton. The latter will undoubtedly play a role again on the hard tracks without being a title candidate, but 'Sandro proved at the end of last season that he has his confidence back after injury. Don't discount him for a medal.

Marnicq Bervoets will partner Albertyn in the official Suzuki team and should again be prominent, particularly on sand tracks. His stylish riding is a pleasure to watch, but he probably lacks that killer spirit which makes a champion. Werner De Wit's final ranking will once again rely on his gating.

The only change in the Yamaha lineup is Andrea Bartolini, who will replace Puzar, but the Rinaldi newcomer will probably find life difficult in his 250cc debut season. A much better bet for a medal is Frederic Bolley - the Frenchman came back from injury to genuinely earn a kitted factory Yamaha last year. A medal is not beyond his reach.

Once again the lone challenger to the Japanese Big Four comes from Louisiana's Trampas Parker and his KTM. His departure from the medal chase at Lommel last year was sad, for he was just starting to show the sort of grit which had won him two titles, but his newfound confidence in sand again makes him a stronger challenger.



(Left) Former 250cc champion Stefan Everts is switching to Kawasakis for '94. He'll be backed by JHK, former sponsor for arch rival Greg Albertyn. (Below left) After a year-long stint in the 250cc class, Billy Liles is returning to the big-bore ranks, where he'll ride a Vertemati four-stroke. (Below) Unable to land a deal in the States, Greg Albertyn will defend his quarter-liter title aboard an unfamiliar Suzuki.

KIEDROWSKI COMES BACK FOR SECONDS.

March 12, 1994. They say Daytona's Supercross is among the most grueling on the circuit. Team Kawasaki's Mike Kiedrowski agrees. In fact, he's actually seeing double now. Last year's trophy next to this year's trophy. Great job Mike. We're looking forward to thirds.

Kawasaki

Let the good times roll.

MOTUL Synthetic Lubricants · BRIDGESTONE · Renthal · PRO GRIP · NGK · ACERBIS · DID CHAIN · BRAKING · N-Style · mx · SEATS AND GRAPHICS · UNI FILTER

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PREVIEW

After a year's absence, American interest will return to the other two series, as well. The 500cc title (note that 500, not "Open", is still the official classification, even though four-strokes are allowed a displacement of up to 650cc to compensate for their firing cycle handicap) is between the Belgians, the Swedes and the overseas troupe in this pure euro series.

Jacky Martens has to be the favorite to retain his title on the Graham Kent-prepared Husqvarna, but the Vertemati team should be an even more serious challenger. With the bikes updated and renamed, after disagreements with the Husaberg factory, Joel Smets will be looking for that first GP moto win, but it is probably team newcomer Billy Liles who has the best chance of pushing Martens for the title. The flamboyant Georgian had a miserable 1993 in the 250 class, as nothing came together for him, but don't write him off yet. The more sociable atmosphere of the big bike races will no doubt boost him.

The fourth top man on a four-stroke this year is Marcus Hansson, on the official Husaberg. The Swede finished fourth last year despite effectively missing a third of the series through illness and injury.

Jorgen Nilsson was the top man on a two-stroke last year, losing the title by just three points, but the almost paralyzing injuries he incurred at the Stuttgart Supercross in November will keep him out of action until at least the end of the summer.

Kiwi Darryll King is also trying to get fit again in time for the first GP, after a serious leg break in Tokyo, so the big threat from last year's two-stroke contenders is Johan Boonen.

Gerald Delepine threw off his role of supporter to finish the 1993 series seventh, but he was a long way behind on points and a major improvement is not expected, while class newcomers Van Doorn, Dirkx and Shayne King will not likely score enough points to worry the medal-chasers. The one rider from the lower ranks who has proved in the past he has the pace (but has lacked consistency) is Ronny Weustenraed. An injury-free campaign could earn him a single-digit ranking.

One rider hoping to benefit from a full series is Siggi Bauer. The Austrian has previously had to give priority to national championships, but he showed in the later stages last year that he is getting faster. Karl Sulzer will unfortunately not be able to start the campaign on the new KTM four-stroke, while 440cc two-stroke-mounted Franco Rossi will probably disappear into the distance on the hard tracks, and back to the paddock in the sand.

America could boast a second challenger in the class, as former 125cc National Champion Ron Lechien is already entered for the early rounds, and has an open mind about contesting the remainder if sponsors come along. Once back to full fitness, the reformed giant from San Diego could be a very serious threat on the big bikes he rides so well.

The darkest horse of the series, however, is Belgian Georges Jobe. The five-time world champion would like to mimic Formula 1 race car driver Alain Prost, who also made a comeback, and he cannot be dismissed from the reckoning. Still, at 33, he can't be getting any faster, and the pace has heated up since 1991. His mount is basically a modified Honda, but Georges is being paid big bucks by the Belgian business development agency to revive the FN name (the Fabrique Nationale team won the first three international motocross titles in the '50s) and will score no points for the Japanese in the manufacturers' battle.

Indeed, the official return of Maico, with England's Brian Wheeler, plus the presence of a number of 360cc Ohlin-conversion Yamaha 250s, means that there are nine marques on the line in the big bike class this year.

Despite the annual departure of several top names to the 250s, there is still plenty of talent on show in the 125cc GPs. Dutchman Pedro Tragter will try to retain his title, and an increase in confidence has seen him improve yet further. The sand specialist will need that confidence as he defends his title in a series which includes just one genuine sand GP! He and Dave Strijbos should come to terms with that fact, but John Van den Berk, Leon Giesbers and even Remy Van Rees can be expected to struggle.

The major teams

125cc

Honda France: Mikael Pichon - France
Team Italia Honda: Alessio Chiodi - Italy; Mauro Dal'Lago - Italy
Kawasaki Nederland: Remy Van Rees - Netherlands
Kawasaki France: Frederic Vialle - France
Chesterfield Suzuki: Pedro Tragter - Netherlands; Leon Giesbers - Netherlands; Marcel Van Drunen - Netherlands
Carpi Suzuki: Dave Strijbos - Netherlands; John Van den Berk - Netherlands
Suzuki Deutschland: Peter Beirer - Germany
Rinaldi Yamaha: Bob Moore - USA

250cc

Castrol Honda: Kurt Nicoll - Great Britain; Paul Cooper - Great Britain
Pepsi Honda: Tallon Vohland - USA; Yves Demaria - France
Geboers HRC Honda: Edwin Evertsen - Netherlands
JHK Kawasaki: Stefan Everts - Belgium; Joakim Karlsson - Sweden
SPES Kawasaki: Jaimy Scevenels - Belgium
Platini Kawasaki: Alessandro Puzar - Italy; Michele Fanton - Italy
RWJ Kawasaki: Rob Herring - Great Britain
Farioli KTM: Trampas Parker - USA
Johnson/Bieffe Suzuki: Greg Albertyn - South Africa; Marnicq Bervoets - Belgium
Dibo Suzuki: Werner De Wit - Belgium
Rinaldi Yamaha: Donny Schmit - USA; Andrea Bartolini - Italy
H&E Yamaha: Peter Johansson - Sweden
Yamaha France: Frederic Bolley - France
Mitsui Yamaha: Paul Malin - Great Britain

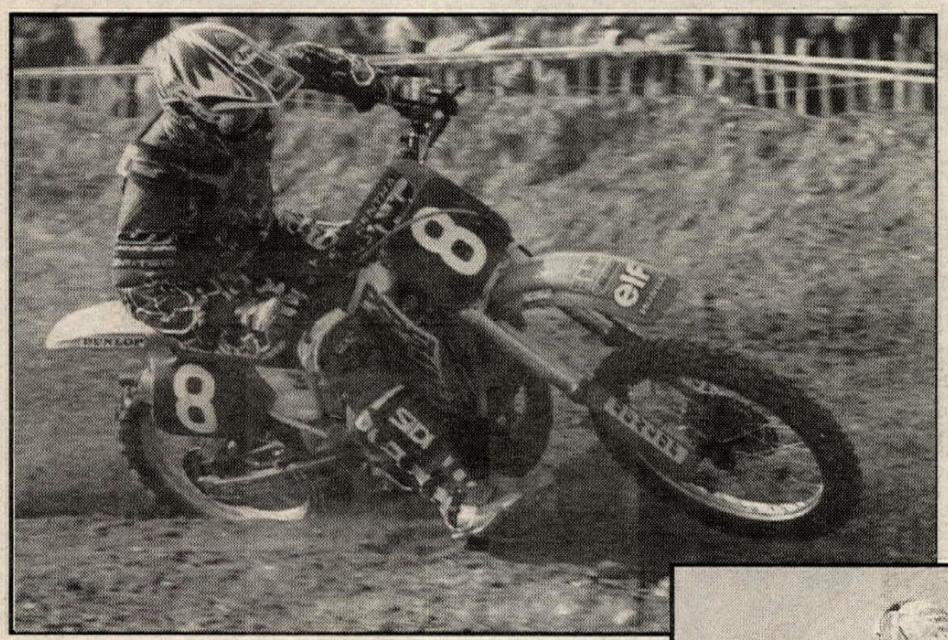
500cc

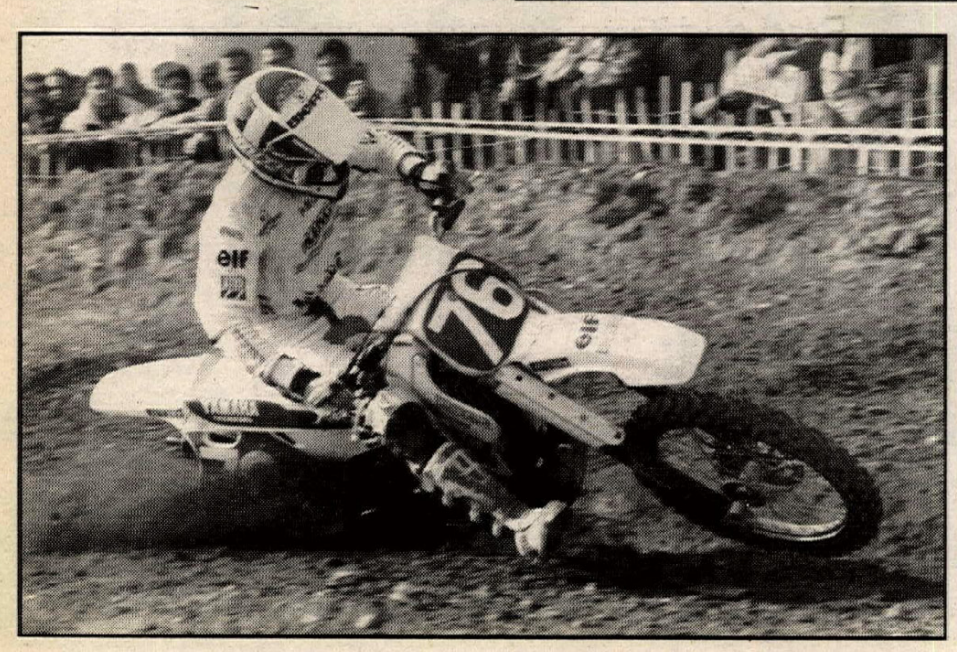
FN Jobe: Gerald Delepine - Belgium; Georges Jobe - Belgium; Jorgen Nilsson - Sweden.
Honda: Darryll King - New Zealand; Gert Jan Van Doorn - Netherlands; Peter Dirkx - Belgium
Husaberg: Marcus Hansson - Sweden
Husqvarna: Jacky Martens - Belgium
Kawasaki: Johan Boonen - Belgium; Siggi Bauer - Austria; Ronny Weustenraed - Belgium; Shayne King - New Zealand; Ron Lechien - USA
KTM: Karl Sulzer -Austria; Franco Rossi - Itlay
Maico: Brian Wheeler - Great Britain
Vertemati: Joel Smets - Belgium; Billy Liles - USA
Yamaha: Thomas Kneip - Germany

Waiting to take advantage of the hard tracks are French whiz kid Mikael Pichon, German Peter Beirer and Italian Chicco Chiodi. Pichon is considered a favorite by many, but he has not yet even won a moto and must show that he has the stamina to maintain his pace for the full race distance.

All of their hopes may come to naught, however, as Yamaha officially returns to the class, with Californian Bob Moore quietly confident of finally clinching the world title which eluded him so narrowly a couple of years ago.

A significant factor in the destiny of the titles will be played by yet another new race format. The delegates to the FIM motocross commission have mandated a race format of just two motos, of 30 minutes each plus two laps duration, at each GP. There was a significant lobby for a return from three motos (only introduced two years ago by the same august body) to two, but only if the races were run over 40 minutes plus two laps. Citing the limited range of stock fuel tanks, the FIM decided upon a race format of two motos, of 30 minutes each plus two laps duration. CN





(Above) Aboard a Pepsi-backed Honda, Tallon Vohland should be a threat in the 250cc ranks. (Left) No, this is not a file photo. Bob Moore is back on a Yamaha and back in the 125cc class. He should be a threat. (Right) Ron Lechien has entered the first two 500cc GPs, and if he performs well may contest the whole series.

HOPKINS WRESTLES ALLIGATOR. WINS.

March 10, 1994. Alligators fight pretty dirty. And muddy. But Team Green's Joey Hopkins went to the annual Alligator Enduro near Daytona knowing he and his KX250 could whip the swamp monster. And they did.

TEAM GREEN

Kawasaki

Let the good times roll.

BEL-RAY NGK SCOTT USA DUNLOP ACERBIS PLASTICA ITALIA BELL Renthal SUBAKI FOX C.T. TRICK racing gasoline

MERKEL AND NOBLES BEAT THE COMPETITION COMING

AND GOING.

March 11, 1994. One bike. Two guys. One very good bike. Two very good guys. Team Muzzy Kawasaki's endurance duo of Fred and Tripp double-teamed Daytona and won by a margin of over one minute. Nice going, guys. And coming.

Kawasaki

Let the good times roll.

Kawasaki MoTuS DUNLOP MOTUL MOTOR OIL ÖHLINS SUBAKI SBS POWER MIST PERFORMANCE MACHINE INC. NGK

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The man on the hot seat

By Dean Adams
Photos by Henny Ray Abrams and Adams

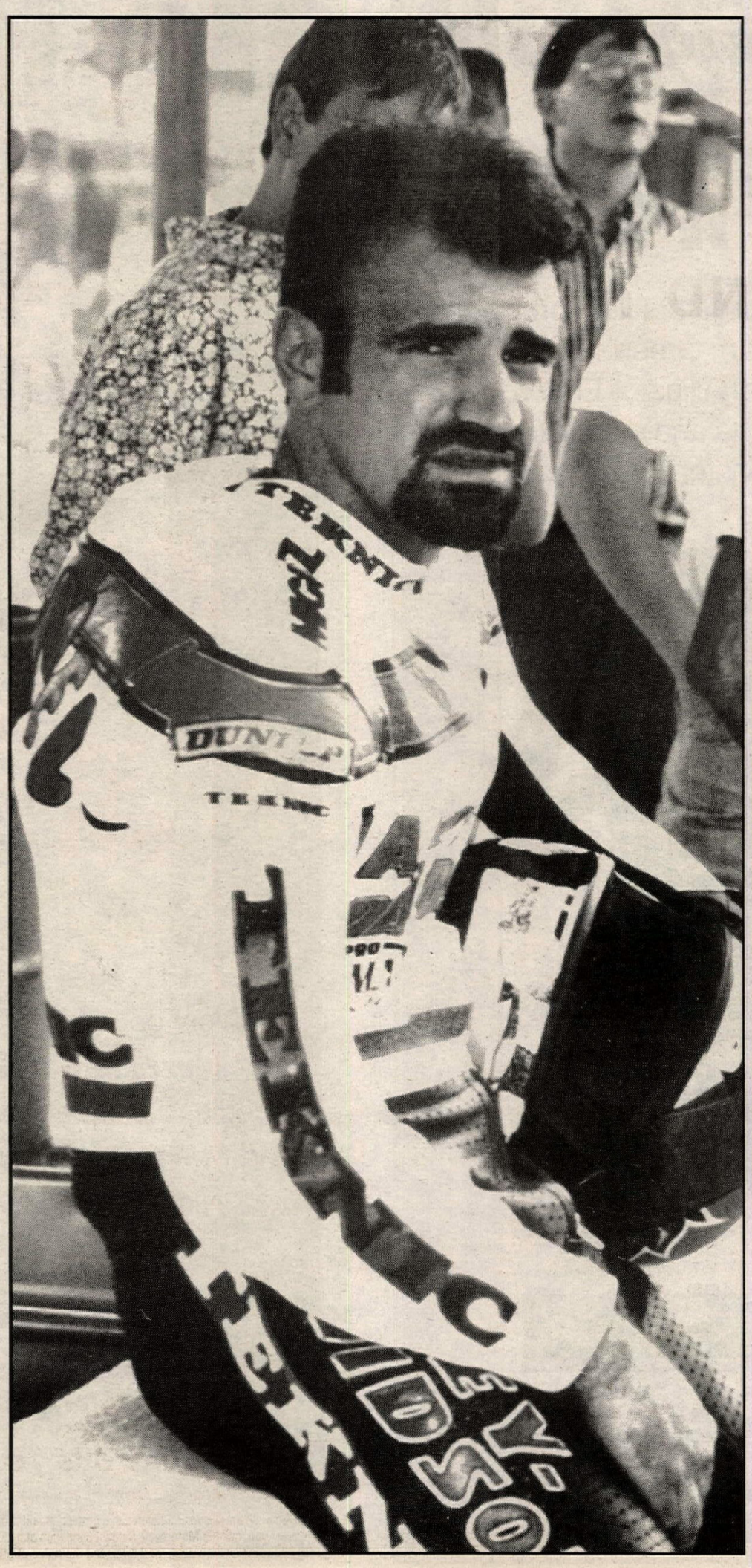
Harley Davidson's maiden voyage into the world of AMA Superbike racing has been met with emotional responses from both ends of the spectrum. Harley enthusiasts fell lock-step behind the effort, although grumbling about how this may affect the existence of their sanctified machines. Members of the press aren't happy with the way Harley granted an exclusive of the story on the VR to a monthly glossy magazine while not supplying information, and at times even denying its existence, to nearly everyone else. All in all, it must be noted that nearly everyone wants the project to succeed, as it could concievably increase interest in the sport tenfold.

French Canadian and 1991 Daytona 200 winner Miguel DuHamel had been offered a smorgasborg of rides once his Muzzy Kawasaki contract ran out last year. A proven winner, Honda, Kawasaki, Ducati and others wanted DuHamel's services. Surprisingly, DuHamel bucked the trend and decided to sign with Harley for a chance at Milwaukee immortality and lifetime employment. You thought Eddie Lawson was popular in Italy for winning Cagiva's first GP? If DuHamel pulls this off, he could drag all of superbike racing into the mainstream of American sporting events.

The Japanese and Italian factories have a guarded enthusiasm regarding Harley's Superbike effort. While eating dinner with them in Daytona, I asked a visiting HRC executive and several of his henchmen for their thoughts on the VR. Normally close-mouthed to a fault, they immediately went into a slapstick rendition of what they thought riding the VR would be like - loud backfiring sound effects always ending with the machine's engine dying.

Then with frank seriousness, the HRC man then said: "For America, the Harley good. For Superbike racing, the Harley good. But, you know, for Japanese, the Harley Superbike could be not so very good."

While at Daytona, we took a minute to sit down and discuss the 1994 season with DuHamel himself.



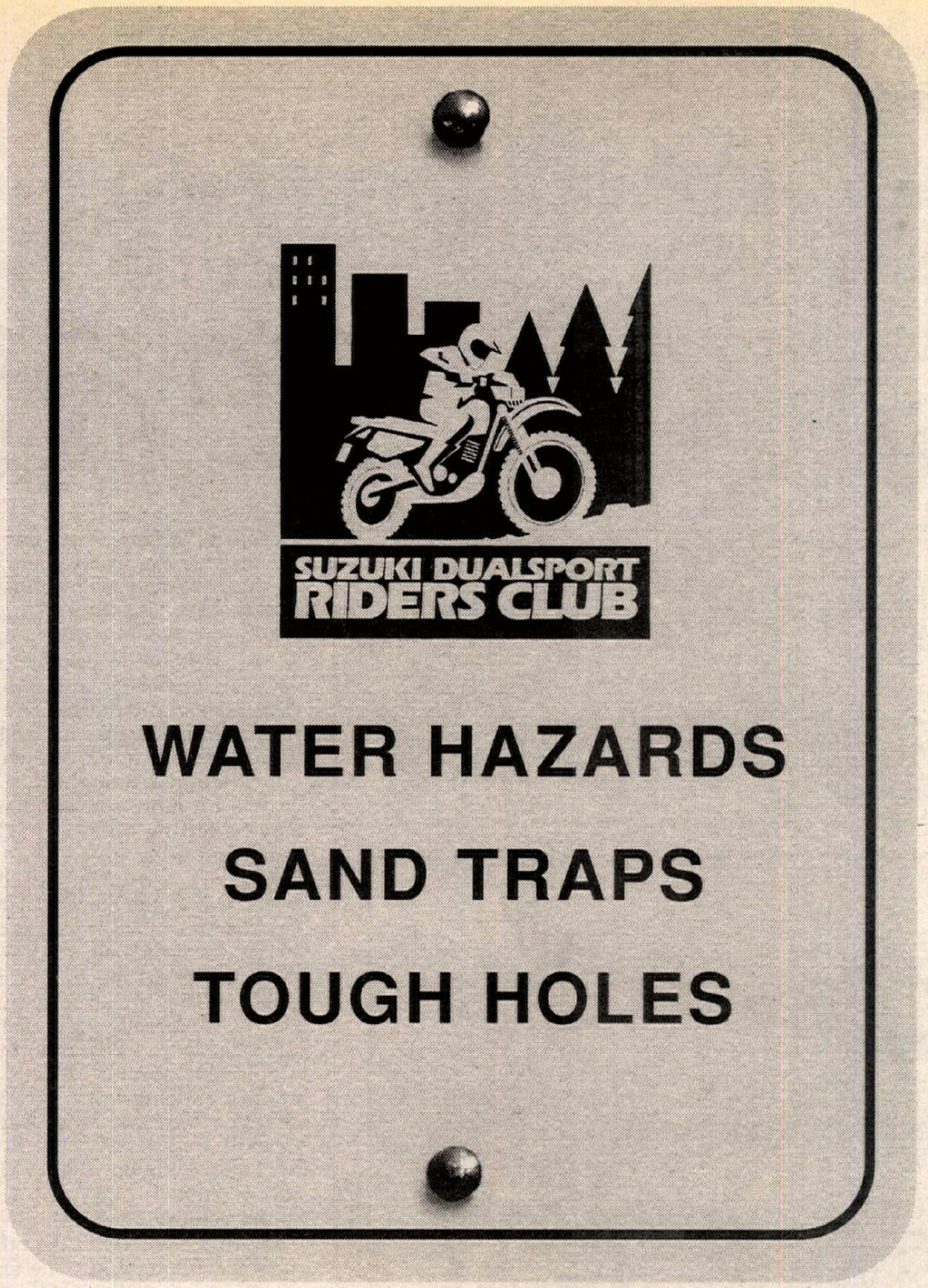
You're sporting a new look with your goatee this season. Are you trying to look more Harley-Davidson-ish?
Actually, it was a condition of my contract. Harley-Davidson wasn't sure that they were even going to come to Daytona because they weren't sure that I would have time to fully grow it out. If I couldn't grow it, they weren't even going to come. (He breaks into laughter). No, it was just something that evolved. During the off season, I didn't have anything else to do other than my training.

When did you first speak to the Harley-Davidson people about riding their bike, and how did things evolve from there?
Mid-Ohio of last year - that is where I met Steve Schiebe and that is where he made his debut as a team manager, negotiating the contract with me. We spoke, too, at Sears Point and they said that they were probably going to go racing this year and they wanted to do it with me. We told them that we would consider it. We were pretty open as to looking at it, but as priorities go it was not a high priority. Our curiosity was very high right there, though. And when we saw the bike for the first time, it looked very good. We were quite impressed and thought that this was quite a bit more serious than people may be letting on. So, that's how it began and it has progressed to here at Daytona. I was quite impressed with the machine and with Steve Schiebe as well - his determination, as well as the whole team's determination. They're all great guys and great mechanics and do a great job. They are all so enthusiastic. It looked like a really good challenge for me. I like to go out and do things that people say I can't do. That's basically what we're doing now.

Did you ride the bike before you signed?
No. I sat on it in the shop in Milwaukee and started it, but I did not ride it before signing. Everything was going down to the wire with the other teams we were talking with. The Ducati is a good bike, and there was a chance I would have raced a Ducati here in the States, as well as in Europe. Things were happening with Rob Muzzy, too, and with Honda, although Honda had a very short deadline to work with. There, too, was a chance that I could have gone GP racing again. So, you see, there was much to look over and choose. It was really difficult, but I think that the right decision has been made. I try to keep myself stable and when we're not going forward, we're chasing our tail - that's that. This morning (Friday at Daytona) we went better, but the fuel pump stopped, for what reason we don't know. So, that is the kind of things we're going through right now. I have confidence in the team that they will make it run well.

Your decision to ride for Harley is said to be very money-motivated. True?
Well, it wasn't really money-motivated because we had very good offers from other teams as well. Money was really not as big a role player as many people think. It was an opportunity to work for and to ride for Harley-Davidson. That was quite appealing to me - not to mention that I'm going to get a Fat Boy. All in all, it was really the challenge and the spirit of it. There is no team the same as a Harley-Davidson team. They are as professional as can be and they do a great job, but they're different. It's just like the bike - there are a lot of motorcycles out there, but only one Harley-Davidson. The people that work at that company are the same as the machines - that's part of their success. Harley-Davidson is quite unique.

Would you concede that they are easier to communicate with than the Japanese?
I'm not ready to say that. In saying that, one must remember that we don't deal with the Japanese too much here



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in America. At Muzzy's, and at Honda, I had mostly American mechanics and team members. It's just a different mind, you have to be willing to get into the right mind-set to work with any team. As long as any team's mind-set is to win, to work really hard to accomplish a goal, then you're in a good team. That, and the team working as a team are the most important things. As long as everyone is working hard and not pointing fingers at each other, things will go well.

Let's hear your reflections on riding the bike for the first time.

That was at Daytona - the biggest fear that I had was there. As far as mechanically or the chassis goes, I could easily see getting lost in trying to get a chassis to work. That was my biggest fear. If the bike could not handle, then I could see a big problem. For my entire career, I have wanted a bike that handled. Horsepower can come later, and that is never really a problem. I need a bike to handle so that I can ride to my full potential. Once I have that, we can move on to horsepower. Harley-Davidson and everyone else are aware of that, so it's no big deal.

When I first started the bike and went through the first corner and it flicked good, that was my biggest relief right there. I was very relieved that we were not going to get lost in the chassis. You see teams like Team Roberts; they spend incredible amounts of money on chassis development and their riders are saying 'This is the worst bike I've ever ridden in my life.' And I know part of that. In 1992, when I was in GPs, the Yamaha was the worst bike I had ever ridden. I've ridden unicycles and bicycles that had better characteristics than that bike. So then when I got on the Harley-Davidson... for them to take it from a bicycle shop in Oregon that made the frame, (and then) to get on the bike and to have it really steer good, really impressed me. The people who have the good fortune to ride this Harley-Davidson are really going to be surprised. Harley did a good job on this bike. As I said, mechanically, everything works well; the electronic problems and things like that - they have to be expected. Those aren't big problems. They'll find it's not like wiring from England to the United States. It's one bike - how many wires can there be? I know there are a lot of possibilities, but they'll find it, and everything is working. The results are here at Daytona.

How many different versions of the VR1000 have you ridden? How many exist?

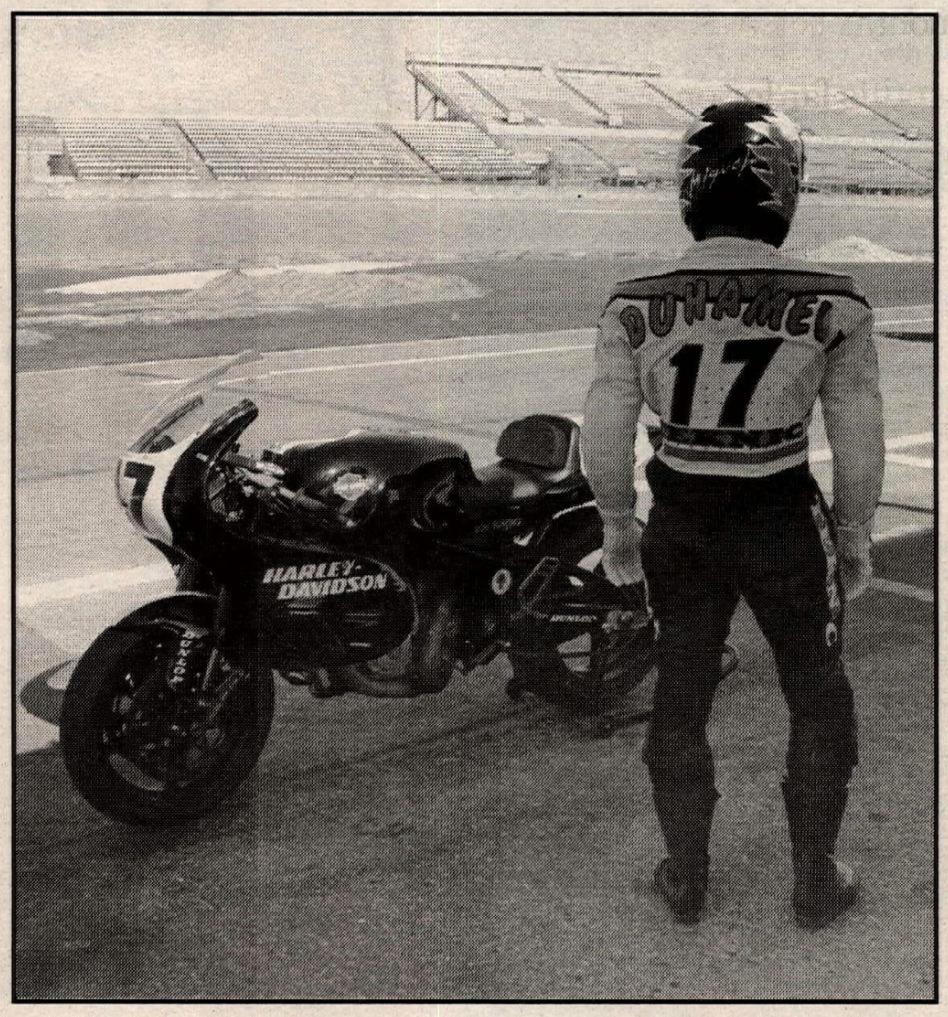
Basically, (it's) pretty much the same as the first time I rode it. As far as the chassis goes, there have been slight modifications here and there that Steve made by himself. Those were very slight. As far as the engine goes, they know where they have to have it and where it has to be, and that's where they are concentrating their efforts. They have pulled a few more horsepower from it since the first time I rode the bike. Now it will wheelie, no problem, whereas the first time I rode it the bike was quite satisfied with the gravity of the earth. Here, with Daytona gearing, it will wheelie and the bike flies! They did an incredible job and I'm very happy with the job they have done so far. They will keep going from this point - they just ran out of time for Daytona.

Would telemetry help develop the bike? Did it?

Not really, never had it before. The two times I had it, it was...useless. We had it for the test and the reason we don't have it here is that the guys don't have time. There isn't much time for sleeping when it's 20 hours a day working, already. We worked hard enough for the fans so that we could be here.

Yourself, Thomas Stevens on the Suzuki and Dale Quarterley on his Kawasaki had a nice little dice going during the AMA/CCS race at Daytona. What conclusions did you come to after that?

Thomas Stevens' bike was much faster than Dale's bike, his 1993 Kawasaki. As far as Dale's bike goes, our bike was down on power from his. Because he is a big guy and he takes a good amount of power, and he pushed a lot of wind, I could draft him and pass him quite slowly. But he could pass and get two or three bike lengths on me. But even so, that was a pretty positive point. We can run with a 1993 bike. The problem is that everyone stepped it up quite a bit as far as machinery goes. Yamaha, Suzuki, Honda and Ducati... it's really like stepping into a moving train right now. We need to gather ourselves up and gain some more momentum. We're also having a fuel-injection problem, having some problems finding the right curve. The engine to me feels like it's saying 'Feed me, feed me.', and this morning we found something - so I'm looking forward to going out in the practice that's coming up. I did a 57-flat this morning breaking in brake pads. I'm fairly confident we'll be doing 56s later today, and perhaps get into the 55s or 54s with time. It's possible - I'm just trying to do the best job I can.



Looking at the machine, the front tire is pattering quite a bit, scalloping you might call it. Now the word is that Harley has switched from Penske to Ohlins rear suspension. Are those two things related?

I don't believe that we're switching to Ohlins. The Penske shock is doing a very good job and we're just in the process of knowing this shock. Some adjustments make bigger changes than we thought and have sent us off track a few times. That's the only problem with the Penske shock, just getting to know it. If they are going to go back to Ohlins in the rear, I don't think so. They were thinking of putting one on so we could evaluate to see where we're at with the Ohlins shock. The Penske is equal (to), if not better than, an Ohlins shock as far as materials and quality and assembly goes. I'm fairly confident with the Penske shock - we're just having some problems dialing the shock in. This morning we had a problem because Steve made a little mistake and went the wrong way. We wanted less rebound, and got more rebound. It didn't work out well. We fixed that and now we're back to a set-up that's okay and we'll just try to improve upon that.

Do you feel as if you're under the microscope, everyone watching your every move?

Not really, I'm really focused on what I'm doing and what we're trying to accomplish. I'm keeping the blinders up pretty well and concerning myself with what we're doing as a team. The Ohlins shock thing and other rumors people come up and tell me, they really don't concern me. The one thing that does concern me is that they (Harley) do not lose their hunger to make the bike better, and I don't see that going away. Most of the negativity I heard or read came from when the bike was being tested. Testing is testing - we're not going to break any records, especially with the bike being brand new. I should say born, because each Harley is "born" in the shop. I think it is quite a big success for H-D to be here and to be doing as well as we are right now.

What is Harley's plan? Is this a one-year program, three-year program...?

I'm not sure. Art Gompers could answer that question better than I. The way I understand it, at least, is that they are putting all their efforts into this year. One step at a time, one year at a time. They'll see the progress of this year and how well the team works and how everything went. I don't see them stopping this year - unless we run into some major stumbling blocks - *major* stumbling blocks. I don't see that happening, and I don't think that the team will let that happen. They have poured their lives into this machine, and now it is out there. It's their baby, if you will. There is a lot of pride involved and I don't think they will be so quick to drop the project. You'll be seeing the VR1000 for many years.

What about you, do you have a multi-year deal with Harley?

It's a one-year deal. We both wanted that.

Where are they going to go internationally with this bike? Do you feel they'll ever race the World Superbike Championship?

I'm trying to convince them to race the Eight Hours of Suzuka this year.

Seriously, you can't be serious...?

That's just completely my own opinion. I think it would be such an incredible media event - the air over at Suzuka is a complete circus. I'm basing my reasoning behind this, and the reason I'm mentioning it is because I feel we will be making so much progress, that we may even think of going there - especially now that it is superbike rules. Again, same thing; I don't think people would expect us to go there to win - just to have the bike there and race in the Eight Hours. That would really be quite an accomplishment for Harley. But I think I'm just daydreaming about that. I think they'd want to spend that time in the shop working on the bike. CN

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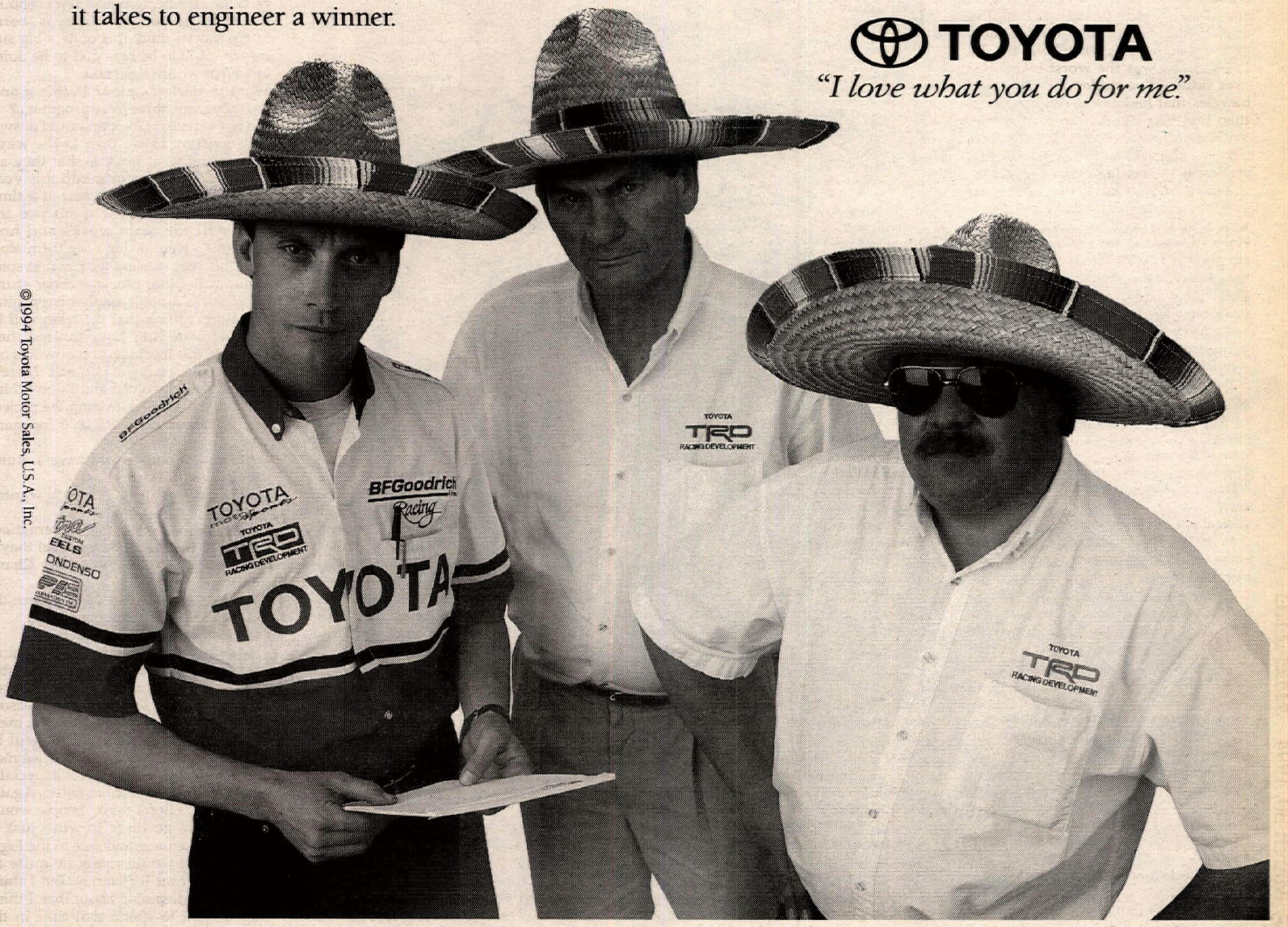

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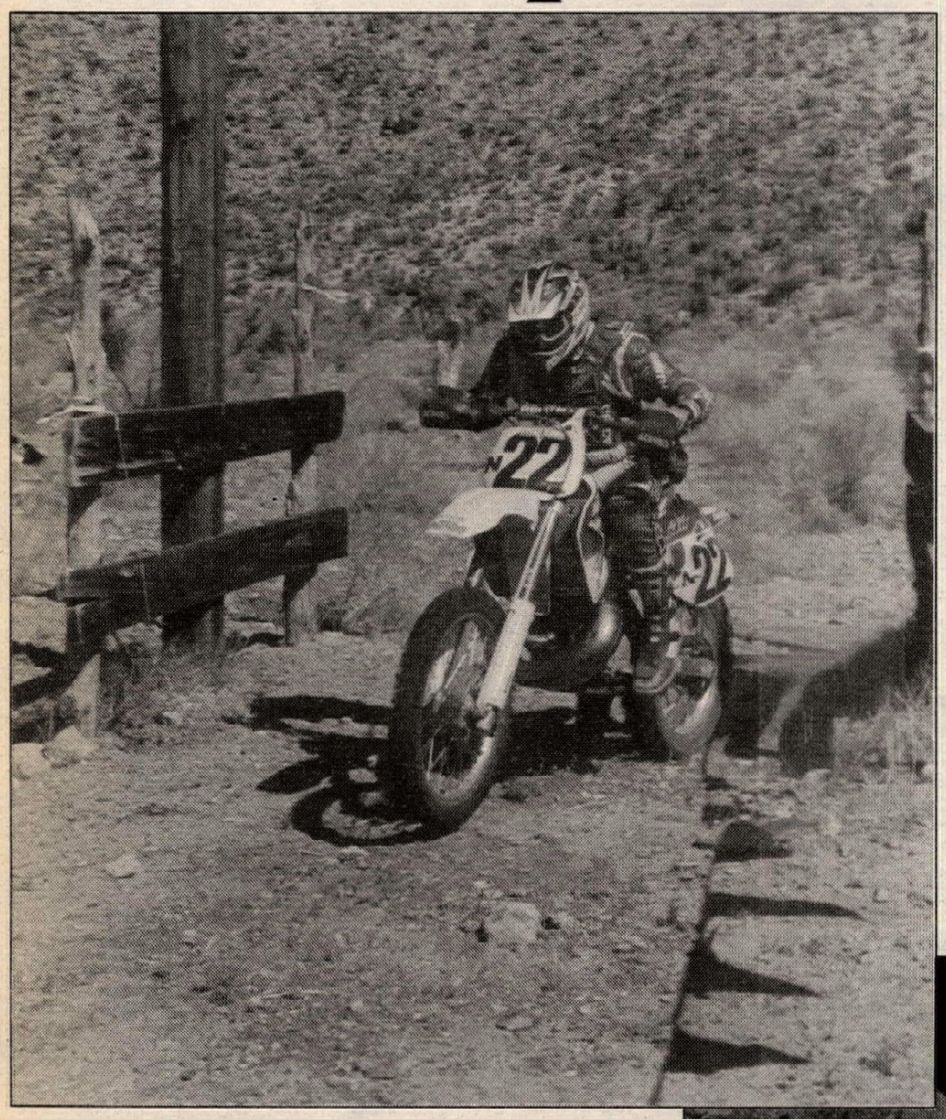
Round 2: Vacation Village Hare & Hound

Zitterkopf two for two



By Anne Van Beveren
Photos by Tom Van Beveren

JEAN, NV, MAR. 12

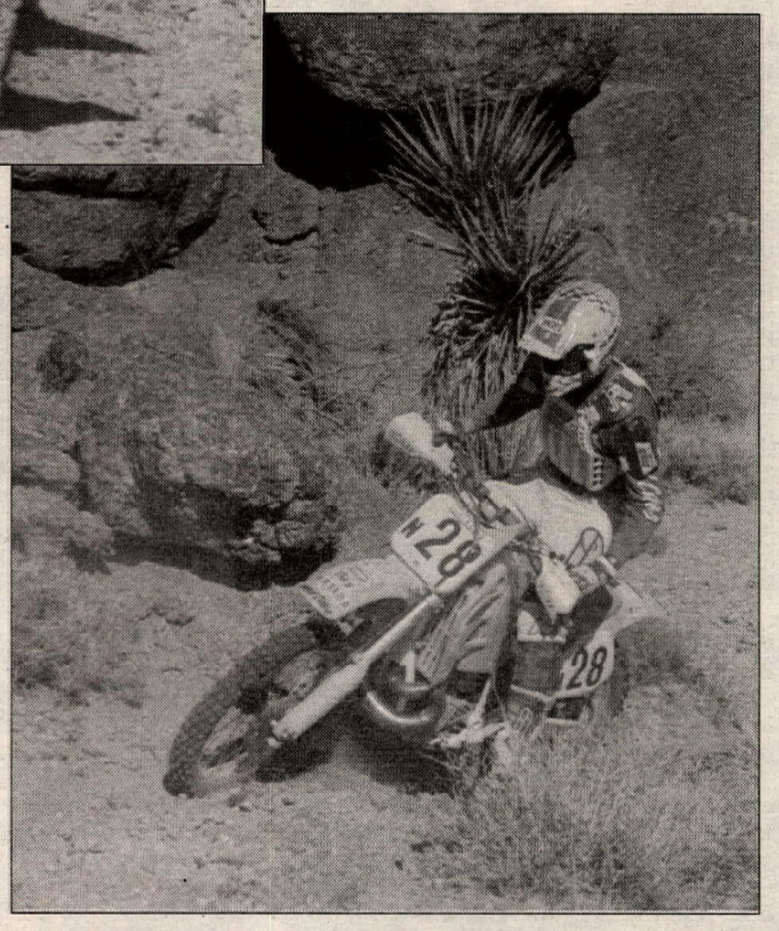
KTM's Greg Zitterkopf took charge of the Vacation Village World Championship Hare & Hound the minute he left the starting line in Jean, Nevada, 30 miles south of Las Vegas.

Racing a KTM 550 instead of his usual 250cc mount, Zitterkopf pulled out a two-minute lead by the end of the first 30 miles and stretched it to as much as four minutes on his way to a wire-to-wire win over the 190-strong field, despite running out of gas twice, sticking his throttle wide open and flipping off the bike.

"I thought I'd lost it a few times. This wasn't the easiest win I've ever had," said Zitterkopf, who admitted that he was glad to see the end of the 107-mile event. "The course was really rough - really choppy. It was a lot more technical than I thought it would be."

The win gives the 29-year-old racer from Chino, California, a two-for-two record in the Silver State Series - which is organized by Casey Folks' Best In The Desert - and puts him well on the road to victory in the five-race Nevada series.

The event began at 9 a.m. on an abandoned road behind the Gold Strike Hotel and Casino, and the large field made an impressive sight as the bikes left the line, two at a time every 20 seconds. Riding in the Open class put Zitterkopf near the front of the starting line-up, and the KTM pilot powered off the fourth row, down the short section of pavement and into the first silty corner.



(Above) A month and a half after topping the series opener, Greg Zitterkopf backed it up with a win at the second round. (Right) Despite a poor starting position, Dan Richardson snared the runner-up position on his open-class Honda.

"I don't choose what I ride. (The 550) is what my boss, Scot Harden, wanted me to ride today," said Zitterkopf. "It was a good choice for today. (The course) had some pretty fast sections."

With Danny Hamel - winner of the last two Vacation Village Hare and Hounds - out of the picture while competing in East Coast events, the race was wide open as Open Pro hopefuls like Paul Krause, Garth Sweetland, Dan Richardson and Scott Morris followed Zitterkopf into the first of the race's three loops.

The Open Pros were followed by the 250cc, 125cc, Over 30 and Over 38 Pros, and a large contingent of Expert racers. The Amateur class brought up the rear.

Zitterkopf made his move early, as the 38-mile first loop headed north towards Las Vegas, sweeping past the earlier starters to take the lead by the 15-mile mark. Further back in the pack, dust from the silty terrain was making the race miserable and holding up traffic, despite a strong wind out of the north.

"Two or three times, I had to follow people because the course was going right into the wind. There was nothing you could do," said Honda CR500 racer Dan Richardson, who started dead last in the Open Pro division, with 13 bikes between him and clear air. "As soon as we turned sideways and got a cross-wind, it was okay."

KTM 550-mounted Todd Hoy was hard on the gas, making his presence felt as soon as the green light flashed for his row. Paul Krause was pushing his Kawasaki KX500 hard right off the start and KTM 250-racer Destry Abbott got the drop on the rest of the 250cc Pro field, but not everyone was happy with their opening section.

"I didn't have anything going in the first loop," said Honda-mounted Tony Bergman. "I stopped a few times to fix a few things, like take the tape off my hands because the circulation wasn't getting right to my arms."

Utah's Mark Lundgreen was also having trouble getting into the swing of things. "The first loop, I just couldn't get it together. I crashed a few times," said the KTM 550 pilot. "I had done some suspension mods and they didn't work very well."

One of the fastest starts in the race was turned in by Utah racer Brandon Gerber, but the Husky WXC610 racer's performance went completely unnoticed because he started way back near the end of the Expert field, more than 80 bikes from the head of the pack.

"Husky wants me to ride in the Four-Stroke class and (Best in the Desert) didn't have a Four-Stroke Pro division, so that's where I ended up," said Gerber, who entered in the Four-Stroke Expert division.

Zitterkopf stretched out a comfortable lead as he rode trouble-free around loop one. Behind him, KX500 racer Scott Morris had lost time fixing a derailed chain, and Krause was pushing a front flat he had picked up 10 miles off the start.

"It was really dusty out there and I took a couple more chances than I normally would. That's why I got the flat," said Krause. "It's hard enough to pass a slow rider in the dust, when you're racing with a bunch of good guys, passing is a lot harder."

But poor visibility wasn't the worst problem caused by the loose terrain. Mile after mile of sand played havoc with the racers' expected gas mileage and the almost 40-mile length of the first loop did the rest. Zitterkopf ran out of gas late in the loop and barely made it to the finish, while 125cc Pro hopeful Stephen Tichenor had to retire when his Suzuki RM125's tank ran dry three miles from the pits.

"I got about 32 miles and it ran out, so I put my pint of gas in, but then it ran out again and that was it," said Tichenor. "It was so sandy it ate my gas up. It was sand dunes and sand washes the whole way around the first loop."

Zitterkopf cleared the pits at the end of loop one with a two-minute lead on adjusted time over Hoy and Team Green KX500 racer Garth Sweetland. Richardson's charge from the back of the pack had worked him up to seventh in the physical standings and fourth on adjusted time, ahead of KTM racer Daryl Folks, while Abbott's charge had him in front of the 250cc Pros by more than a minute, in fifth overall on adjusted time. Scot Harden's KTM 300 led the Over 30 Pros out into loop two, with Jeff Martinez, Charlie Kline and Fred Willert a minute apart in a battle for the 125cc Pro lead. Gerber was 35th in the physical standings when he cleared the first pit and his progress went unnoticed by almost everyone except his pit crew, who knew that he had passed more than 45 riders to get there.

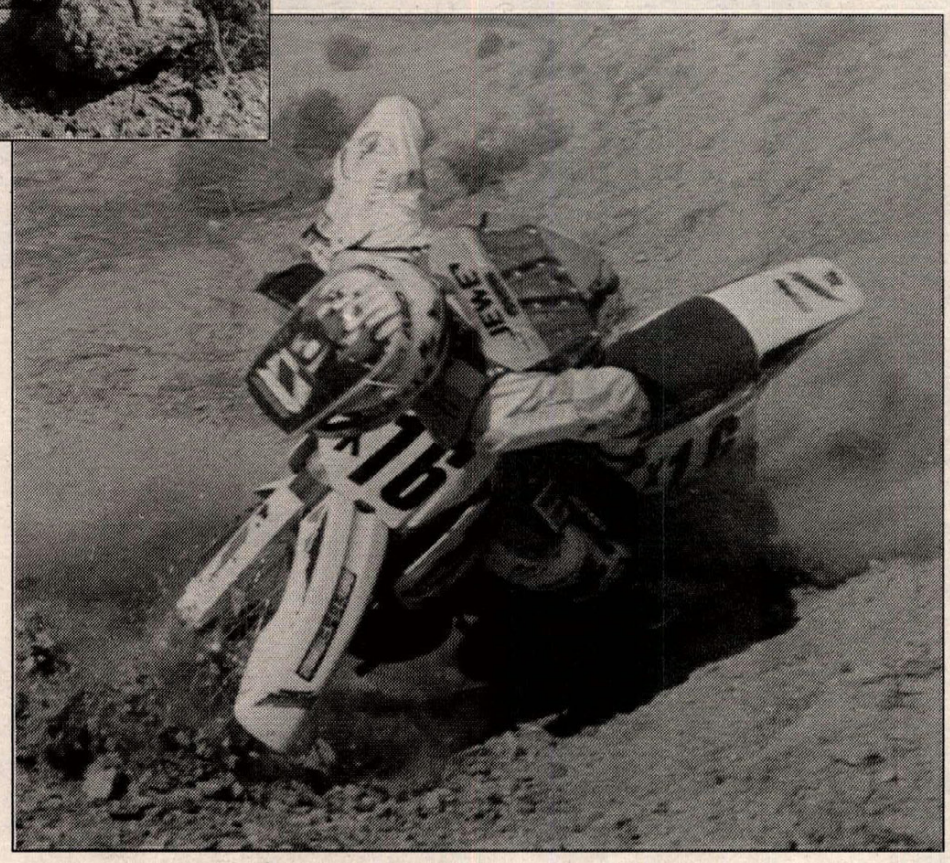
The 31-mile second loop was a hit with everyone except: Garth Sweetland, who had to nurse his bike the last five miles after his waterpump broke; Paul Pitts, who got a late start thanks to a flat tire on his ATK 604; and Brent Bush, who holed his case on a rock midway through the loop.

"Loop two was really pretty and a lot of fun," said Krause, who was pushing hard to make up the places he'd lost changing his flat in the pits. "We went up in the hills. The ground was wet, there were waterfalls and the course went in and out of the trees. It was not typical desert race stuff."

The highlight of Zitterkopf's second loop was a motocross-tight section through a deserted ranch. "I was really surprised. You're out in the middle of nowhere, you make a right turn and here's a ranch with gates and cattle guards and everything, up in the forest," said Zitterkopf.

"The course went right through the corral. It was an awesome experience. You don't realize how lucky you are to see pieces of history like this that the average person never gets to see."

A not quite trouble-free ride put Zitterkopf four minutes ahead of the com-



(Left) Scott Morris elbows by a cactus on his way to 11th overall. He threw a chain on the first loop. (Below) The course included an abundance of deep sand, causing high fuel consumption and other problems. Ray Jewett demonstrates

petition when he raced through the pits for the second time. "I hit a branch on the second loop and it pulled my throttle out of the housing. It stuck wide open in a tight spot and I flipped and fell off the bike," said Zitterkopf.

A quick check of the stopwatches put Hoy second on adjusted time, and Richardson was neck 'n neck for third with 250cc hotshot Abbott, who was almost three minutes ahead of Bryan Folks, his nearest 250cc Pro rival.

"(Abbott) kind of got away from me and I couldn't make it back," said Folks, who recently graduated from the 125cc ranks. "This is different from all my times in the 125cc class because I could have a bad first loop back then, but when you're riding with the big guys in the 250s, you can't give them any slack or they'll take it away."

Fifth in the time-adjusted standings was held by Krause, with a minute back to Bryan Folks in sixth. Harden was way out in front in the three-entry Over 30 Pro division, in seventh overall. The Martinez/Willert battle for 125cc honors was still too close to call, while Gerber had made up another eight places to grab 26th in the physical standings.

Zitterkopf's luck held throughout the opening stages of the 38-mile third loop, but problems were stacking up behind him.

After two trouble-free loops, Hoy broke his master link 15 miles into the final loop and watched rider after rider power by as he struggled to fix his chain. "Watching those guys go by was pretty frustrating, but there was nothing I could do. I just got back on and pinned it. That's racing," said the disappointed KTM 550 pilot.

Brad Christensen's race-long domination of the 250cc Experts started to look shaky when his Yamaha WR250 suffered a rear flat 13 miles into the loop, and Over 25 Expert leader Glenn Taylor had to battle a front flat for the last 20 miles.

Steve Pitts' hopes of catching Bill Maxim for the Over 38 Pro win were dashed when he crashed hard midway through the final loop and got the wind knocked out of him.

And then, with the finish line almost in sight, it was Zitterkopf's turn to run into trouble.

"I ran out of gas twice in the last loop and, the second time, I sat there and kicked and kicked and kicked," said Zitterkopf. "I couldn't get it started."

The frustrated racer finally got his bike running, but was in for another shock as he entered the back-and-forth twists of the final section.

"I was coming back and there was a guy right there. I thought I had lost it in the last five miles and I kind of panicked," said Zitterkopf.

Gerber described the detour that caused the confusion.

"It was the very last section," said Gerber. "I thought we were coming in and then, all of a sudden, (Casey Folks) turned us out again. I was tired, and I could've killed him. It probably added one-and-a-half or two miles."

Still, the extra miles worked to Gerber's advantage because they allowed him pass one more Expert class racer.

"I was in front of (Gerber) and I hit a wall in the wash and knocked myself down. He got me in the last three miles," said KX500 racer Kurt Hintz.

Zitterkopf wrung every ounce of power out of his KTM550 in the final mile, trying to hold off his supposed rival, and took the checkered flag just before noon, after two hours and 48 minutes in the saddle.

After a few minutes to catch his breath and check to see that there were no riders in sight, Zitterkopf declared the race a lot of fun.

"I had some problems, but it went pretty well overall," said the KTM USA/Z Racing/Dunlop/O'Neal/FMF/Sidi/Acerbis/EK/Bieffe/100%/IMS/VP/Smith/Jerry Bernardo-sponsored Zitterkopf, who earned $400 for the Open Pro win. "It was a lot more technical than I expected; it did a lot of twisting back and forth. There were a couple of cool first-gear downhills and the second loop had some really fun stuff - fast, good sand washes the whole way."

Dan Richardson crossed the finish three minutes and 17 seconds behind Zitterkopf to take second overall, after battling up from the back of the Open Pro start.

"I was the last Open Pro to take off and I had to pass a bunch of guys. I got tired of rocky sand washes, but other than that, no problems," said the CR500 privateer from Southern California. "There was a lot of cactus out here that sticks in you - not like back home."

Third Open Pro was claimed by Paul Krause, in fourth overall.

Destry Abbott completed a wire-to-wire win in the 250cc Pro division, in third overall, more than five minutes ahead of second-placed Bryan Folks, in eighth overall.

"It would've been better if I had won it overall, but I really enjoyed it," quipped Abbott. "It was a good race and I had no problems whatsoever. It was an open bike course, but my 250 ran right with most of the open guys. It just kind of sucks starting behind all the open riders."

Brandon Gerber finally got the recognition he deserved when he crossed the finish line 15th in the physical standings and grabbed fifth overall on adjusted time. The Husky factory pilot topped the nearest Expert division finisher by nearly seven minutes.

"The first loop was really rough because I started way back and had to go through the silt and pass a lot of people, but the second loop was really fun," said Gerber. "Overall, I liked it."

Over 30 Pro Scot Harden took one of the easiest class wins of the day when he finished sixth overall, 100 places ahead of the only other finisher in his division.

"I lost a lot of time this morning behind the 125s. There were quite a few of them and with the dust, trying to be careful, it took a lot of time to get around them," said Harden. "It was better last year when it was wet, but it was a good race."

Harden was followed in by Tony Bergman, who recovered from a lackluster first loop to take fourth Open Pro, Bryan Folks, who took second 250cc Pro just ahead of his Open Pro brother, Daryl Folks, and Jim Gray who hated every minute of his ride to 10th overall.

"It was terrible," said the 21-year-old KTM 550 racer from Colorado. "I just didn't feel right all day. I never could get in the groove. I wrecked twice, once on the first loop and once on the second loop; I just couldn't get it going.

I liked the course - it was a lot better than last year, but it's still way too fast for me. I don't feel really comfortable with that fast stuff."

Scott Morris finished 11th overall after he bobbled trying to pass Scot Harden and killed his bike twice, while Andy Nelson completed a blistering run, that he had hoped would overall the Expert division, in 12th.

The 125cc Pro race was a tight battle all the way to the checkered flag, where Fred Willert finished hard on Jeff Martinez's heels to grab the win by less than a minute on adjusted time.

"Last time I rode it, I only made it a mile before my crank went out. It was nice to see the whole course," said Willert. "Right before the second pit, I got (Martinez) in sight. We've been together for the whole third loop." CN

Vacation Village Hare & Hound
Jean, Nevada
Results: March 12, 1994 (Round 2 of 7)

O/A: 1. Greg Zitterkopf (KTM); 2. Dan Richardson (Hon); 3. Destry Abbott (KTM); 4. Paul Krause (Kaw); 5. Brandon Gerber (Hus); 6. Scot Harden (KTM); 7. Tony Bergman (Hon); 8. Bryan Folks (KTM); 9. Daryl Folks (KTM); 10. Jim Gray (KTM); 11. Scott Morris (Kaw); 12. Andy Nelson (Hon); 13. Todd Hoy (KTM); 14. Kurt Hintz (Kaw); 15. Brent Bush (Kaw); 16. Ray Jewett (KTM); 17. Mark Lundgreen (KTM); 18. Fred Willert (Yam); 19. Brad Christensen (Yam); 20. Jeff Martinez (Yam).

OPEN PRO: 1. Greg Zitterkopf (KTM); 2. Dan Richardson (Hon); 3. Paul Krause (Kaw).

250 PRO: 1. Destry Abbott (KTM); 2. Bryan Folks (KTM); 3. Ray Jewett (KTM).

125 PRO: 1. Fred Willert (Yam); 2. Jeff Martinez (Yam); 3. Charlie Kline (Hon).

30+ PRO: 1. Scot Harden (KTM); 2. Hans Vanderwaall (Hon).

38+ PRO: 1. Bill Maxim (KTM); 2. Steve Pitts (ATK); 3. Mark Force (KTM).

4-STRK EX: 1. Brandon Gerber (Hus); 2. Bob Jones (Hon); 3. George Pennington (Hbg).

OPEN EX: 1. Andy Nelson (Hon); 2. Kurt Hintz (Kaw); 3. Brent Bush (Kaw).

250 EX: 1. Brad Christensen (Yam); 2. Ed Sorenson (Yam); 3. Lance Bernadot (Yam).

125 EX: 1. Greg Smith (Suz).

25+ EX: 1. Glenn Taylor (Hus); 2. Chris Stewart (Yam); 3. Shawn Maxfield (Yam).

30+ EX: 1. Kevin Bogue (Yam); 2. Dale Morse (Kaw); 3. Tony Shaw (Yam).

35+ EX: 1. Jim Stott (KTM); 2. Marc Cartwright (Kaw); 3. Ron Lawson (Hon).

40+ EX: 1. Ken Maahs (Kaw).

48+ EX: 1. Preston Gerber (KTM).

OPEN AM: 1. Scott Satterlee (Hon); 2. Dan Parrott (Kaw).

250 AM: 1. Nick Pearson (KTM); 2. Bryan Martin (Kaw).

25+ AM: 1. Mitchell Noorda (Kaw).

30+ AM: 1. Craig Freeman (Hon).

Upcoming Rounds:
Round 3 - Caliente, NV, April 16
Round 4 - Pioche, NV, May 15

Final Rounds: Perris Raceway

(Above) Michael Brandes (2) swept the 125cc Pro class during both days of racing. Don Upton (58) was second both times out. (Right) Belgian Axel Holvoet (224) topped the 250cc Pro division in Sunday's North-South Showdown. (Below) David Lynch (131) battles with Dave Sarian (31) and Kenny Zahrt (13) in the Vet Master division. Zahrt won the class championship

Showtime for Brandes at showdown

By Tony Alessi

PERRIS, CA, MAR. 5-6

Michael Brandes upheld the honor of Northern California riders with an impressive performance during the GFI Showdown weekend at Perris Raceway. Brandes turned in a four-moto sweep of the 125cc Pro class in Saturday's southern regional make-up race and Sunday's north-south finale, and also posted a win in Saturday's 125cc Pro class. In Sunday's program, riders from Northern and Southern California were pitted against one another to determine the state champions.

Race promoter Goat Breker added a new twist to the track for the weekend. The track consisted of two lanes, called "cycle paths," which started together, split apart, then joined back up again. "They said they wanted to have more places to pass," said Breker, "so this is what we came up with."

This new track concept was a first at the Perris facility, and may be the beginning of a new track-designing method.

Local Don Upton, the acknowledged "King of Perris," was a fast starter at the event, but gave way to Brandes in the 125cc Pro class. "The home-track advantage just wasn't enough," said Upton. "Mike has more experience, and I feel he's the rider to beat."

Upton would finish second in all four motos after leading his share of the more than 40 laps. Mounted on a Kawasaki, the FMF/Race Tech/Motul/Answer-backed Brandes was awesome, and pulled away during each of the four motos for top honors in the 125cc Pro class. "It's really important to win here today," said Brandes. "The factories and the sponsors want to know who the fastest riders are, and this is the way to prove it."

The likeable Northern Californian came back winning in Saturday's 250cc Pro class, and seemed to be on his way to a repeat performance during Sunday's quarter-liter competition, but a freak crash at the halfway point stopped his charge. "I crashed kind of hard, so I decided to just sit that whole race out since I wasn't in contention," he said.

With Brandes out, the door was left wide open for a new face, and that face came not from either Northern or Southern California - or even from the United States for that matter. GP racer Axel Holvoet, from Belgium, stormed to a pair of undisputed moto wins aboard his FMF/Motul-backed Yamaha. Holvoet, who has recently been living with Yamaha factory rider Mike Craig, has his sights set on a top-five finish on the 125cc Western Regional Supercross circuit. He is currently tied for seventh in that series.

Although the pro racing was great, a new crop of intermediate riders stole the show for much of the weekend. Names like Perolio, Willoh and Preston are just a few of those not soon to be forgotten, and each of these new kids had their turn atop the victory podium.

Jeff Willoh won the 125cc Intermediate class on Saturday, then backed it up with a Sunday victory in the 250cc division.

Team Green/O'Neal-backed Shawn Perolio, fresh off a championship in the Florida Winter AMA Series, was the top gun in Sunday's 125cc Intermediate showdown, while Travis Preston topped the 250cc Intermediate class during the Saturday feature.

Arguably the best race of the weekend came during Sunday's 125cc Intermediate showdown. The first moto saw E.J. Wright explode out of the start grid with a major holeshot. Wright was on fire and quickly opened up a nearly 10-second lead, while Tim Beatty played the part of road blocker in second. Both Willoh and Perolio fumbled around behind Beatty for two laps before motoring by into second and third, respectively. At that point, the two Team Green/FMF/O'Neal-backed riders picked up the pace and caught up to Wright within a lap and a half. "We were flying," said Perolio. "We both just hooked up and caught up to the leader."

Willoh was first to move on Wright, jumping inside of him over a technical double jump just before the white-flag lap. Perolio, not to be outdone by his teammate, showed some grit of his own, choosing an optional line in the "cycle paths," where he passed Wright for second. "We bumped hard and I thought we were going to go down," Perolio said. "But he backed off at the last minute."

Willoh crossed the line with the win, followed by Perolio and Wright. Travis Preston recovered from a poor start to finish fourth in front of Dustin Nelson, Beatty and Eric Schnell.

In the second moto, Perolio holeshot on his Performance Engineering-prepared KX125, while Wright quickly moved into second, followed by Beatty, John Laddy and Scott Davis. Willoh was mired midpack, and was carving up the competition en route to the front of the pack. Meanwhile, Perolio was enjoying a seven-second lead.

With Perolio out of reach, the attention focused on the race for second. Willoh found his way to third behind Wright. "The whole time, I was thinking, 'I know I can get him,'" Willoh said.

All hell broke loose when the white flag waved, as Willoh picked the pace up yet another notch. With two turns left to go, Willoh squared off a turn after landing from a double jump and stuffed his Kawasaki into second position.

Perolio whipped it over the final tabletop jump, collecting the moto and overall victories, with his teammate not far behind in second. Obviously disappointed, Wright crossed the line third, while Scott Davis and Dustin Nelson rounded out the top five. CN

Perris Raceway
Perris, California
Results: March 5-6, 1994

SUN SHOWDOWN

50 BEG D-1: 1. Brent Harmon (Yam); 2. Patrick Walsh (Yam); 3. Matthew (Yam); 4. Jared Morrison (Yam); 5. Phillip Bruscella (Yam).

50 BEG D-2: 1. Mitch Lawlee (Yam); 2. Cole Seely (Yam); 3. Jeff Christy (Yam); 4. Bryanna Benedict (Yam).

50 STK NOV: 1. Carlos Gonzalez (Yam); 2. Jeff Alessi (Yam).

50 STK EX: 1. Mike Alessi (Yam).

50 S/STK NOV: 1. Steven Hernandez (Yam); 2. Kyle Foltz (Yam); 3. Giovani Filipone (Yam); 4. Shay Fretwell (Yam); 5. Jeff Alessi (Yam).

50 S/STK EX: 1. Daniel Taft (KTM); 2. Chad Munn (Yam); 3. Tommy Cochran (Yam); 4. Mike Alessi (Yam); 5. Joey Christy (Yam).

50 MOD NOV: 1. Kyle Jeffries (Yam); 2. Derek Bollman (Yam0; 3. Steven Hernandez (Yam); 4. James Baker (Yam); 5. Brock Bolling (Yam).

50 MOD: 1. Daniel Taft (Yam); 2. Chad Munn (Yam); 3. Mike Alessi (Yam); 4. Justin Wilson (Yam); 5. Tommy Cochran (Yam).

60 BEG: 1. Chad Robbins (Kaw); 2. Jeff Hazard (Kaw); 3. Derrick McClintock (Kaw); 4. Tyson Davis (Kaw); 5. Brock Bolling (Kaw).

60 NOV: 1. Dylan Lord (Kaw); 2. Chris Rogers (Kaw); 3. Jason Ciarletta (Kaw); 4. Scott Howe (Kaw); 5. Jesus Casillas Jr. (Kaw).

60 INT: 1. Jonathon Shimp (Kaw); 2. Bryan McGavran (Kaw).

80 1ST TIME: 1. Kevin Gahan (Suz); 2. Danny Pettingill (Yam); 3. Anthony Bruscella (Suz); 4. Jasmine Reid (Yam); 5. Joey Madden (Kaw).

80 BEG: 1. John Sanders (Suz); 2. Mikie Northrup (Suz); 3. Dusten Ryley (Yam); 4. Shane Bess (Suz); 5. Chris Rogers (Suz).

80 NOV: 1. Sean Hamblin (Yam); 2. George Hamel (Suz); 3. Justin Scullen (Kaw); 4. Richard Suzama (Suz); 5. Bobby Bonds (Kaw).

80 INT: 1. Jerry Aleman (Yam); 2. Billy Payne (Kaw); 3. Jeff Northrop (Kaw); 4. Tyler Evans (Hon); 5. Michael Young (Suz).

80 EX: 1. Lanny Turner (Suz); 2. Jiri Dostal (Suz); 3. Doug Parsons (Suz); 4. Jimmy Varis (Suz); 5. Josh Tarantino (Yam).

125 BEG: 1. Adam Pierce (Kaw); 2. Mark Stuen (Kaw); 3. Paul Timmerman (Suz); 4. Jake Gribbon (Yam); 5. Josh Carter (Yam).

125 NOV: 1. Cindy Cole (Kaw); 2. Cliff Cook (Yam); 3. Jason Wood (Suz); 4. Glenn Branson (Suz); 5. Hawk White (Hon).

125 INT: 1. Shawn Perolio (Kaw); 2. Jeff Willoh (Kaw); 3. E.J. Wright (Suz); 4. Travis Preston (Suz); 5. Dustin Nelson (Kaw).

125 PRO: 1. Michael Brandes (Kaw); 2. Don Upton (Yam); 3. Greg Schnell (Suz); 4. Mike Chamberlain (Kaw); 5. Chris Young (Suz).

250 BEG: 1. Steve Pyler (Hon); 2. Wayne Zahrt (Yam); 3. Eric Hameister (Yam); 4. Craig Williams (Hon); 5. Tony Edeson (Yam).

250 NOV: 1. Cliff Cook (Yam); 2. Jim Kuntz (Yam); 3. Eric Martin (Yam); 4. Brad Schultz (Suz); 5. Frankie Mecono (Suz).

250 INT: 1. Jeff Willoh (Kaw); 2. Travis Preston (Yam); 3. Tyler King (Yam); 4. Chris Wheeler (Yam); 5. Dustin Nelson (Kaw).

250 PRO: 1. Axel Holvoet (Yam); 2. Brian Manley (Yam); 3. Don Upton (Yam); 4. Chris Young (Suz); 5. Casey Johnson (Kaw).

500 BEG: 1. Ken Johnson (Hon); 2. Colin Yates (ATK).

500 NOV: 1. Joe Brown (Yam).

500 INT: 1. Carl Gazafy (Hon); 2. Randy Medley (Kaw).

500 PRO: 1. Trevor Meagher (Hon); 2. Terry Fowler (Hon); 3. Rick Ryan (Hon); 4. Rusty Holland (Hon); 5. Jon Nelson (Hon).

25+ AM: 1. Joe Merriam (Kaw); 2. Mark Nelson (Yam); 3. Giovanni Spinali (Yam); 4. Eric Martin (Yam); 5. Tony Alessi (Yam).

25+ MSTR: 1. Gary Sailors (Suz); 2. Travis Roberson (Hon); 3. Jack Azevedo (Suz); 4. Mick Elsberry (Kaw); 5. David Sarian (Yam).

30+ AM: 1. James DeRidder (Yam); 2. Gary Shoemaker (Yam); 3. Chris Craft (Suz); 4. Manny Del Campo (Kaw); 5. Alex Chellew (Yam).

30+ PRO: 1. Jon Nelson (Yam); Mike Beir (Kaw); 3. Steve Shippy (Kaw); 4. Jim Henn (Kaw); 5. Gary Doggett (Hon).

30+ MSTR: 1. Kenny Zahrt (Yam); 2. David Sarian (Yam); 3. David Lynch (Hon); 4. Steven Lawler (Yam); 5. Scott Wilkinson (Hon).

35+ AM: 1. Allan Decker (Kaw); 2. Steve Fortune (Yam); 3. Gary Shoemaker (Yam); 4. Brad Sloan (Hon); 5. Edward Pegoda (Hon).

35+ MSTR: 1. Kenny Zahrt (Yam); 2. Mark White (Yam); 3. Mark Stroup (Yam); 4. Joel Harriott (Yam); 5. Jim Hanson (Yam).

40+ AM: 1. Don Wallingsford (Kaw); 2. Lee Johnson (Yam); 3. Bob Archer (Yam); 4. Bill Carr (Yam); 5. Mark Cook (Yam).

40+ MSTR: 1. Juroslav Falta (Suz); 2. Carl Gazafy (Hon); 3. Dirk Timmerman (Kaw); 4. Gary Doggett (Hon).

SAT

50 BEG: Steven Brewis (Yam); 2. Brent Harmon (Yam); 3. Jeff Christy (Yam); 4. Cole Seely (Yam); 5. Phillip Bruscella (Yam).

STK NOV: 1. Jeff Alessi (Yam).

50 STK EX: 1. Joey Christy (Yam); 2. Mike Alessi (Yam).

50 S/STK NOV: 1. Jeff Bell (Yam); 2. Phillip Bruscella (Yam); 3. Jeff Alessi (Yam).

50 S/STK EX: 1. Daniel Taft (KTM); 2. Mike Alessi (Yam).

50 MOD NOV: 1. Steven Brewis (Yam); 2. Jeff Alessi (Yam).

50 MOD EX: 1. Daniel Taft (Yam); 2. Mike Alessi (Yam).

60 BEG: 1. Jeff Hazard (Kaw); 2. Andy Pierce (Kaw); 3. Derrick McClintock (Kaw); 4. Tyson Davis (Kaw); 5. Daniel Taft (Kaw).

60 NOV: 1. Jonathon Shimp (Kaw); 2. Dylan Lord (Kaw); 3. Michael Blose (Kaw); 4. Jesus Cassillas Jr. (Kaw); 5. Anthony Bruscella (Kaw).

80 1ST TIME: 1. Anthony Bruscella (Suz); 2. Kane Thompson (Yam).

80 BEG: 1. Dusten Ryley (Yam); 2. Chris Panek (Yam); 3. David McFarland (Hon); 4. John Sanders (Suz); 5. Brad Langston (Yam).

80 NOV: 1. Justin Scullen (Kaw); 2. Bobby Bonds (Kaw); 3. Newcomer (Hon); 4. Levi Reid (Yam); 5. Dusty Walters (Yam).

80 INT: 1. Billy Payne (Kaw); 2. Jerry Aleman (Yam); 3. Tyler Evans (Hon); 4. Brett Racine (Kaw); 5. Jeff Northrop (Kaw).

80 EX: 1. Jiri Dostal (Suz); 2. Doug Parsons (Suz); 3. Jimmy Varis (Suz); 4. Josh Tarantino (Yam); 5. Andy Harrington (Kaw).

125 BEG D-1: 1. Adam Pierce (Kaw); 2. Mark Stuen (Kaw); 3. Jake Gribbon (Yam); 4. Paul Timmerman (Suz); 5. Ulysses Polland (Yam).

125 BEG D-2: 1. Bob Woolsey (Suz).

125 NOV: 1. Cliff Cook (Yam); 2. Chris Blanton (Suz); 3. Phillip Atondo (Hon); 4. Josh Amaradio (Kaw); 5. Frankie Mecono (Suz).

125 INT: 1. Jeff Willoh (Kaw); 2. Travis Preston (Yam); 3. Eric Schnell (Suz); 4. E.J. Wright (Suz); 5. Travis Roberson (Hon).

125 PRO D-1: 1. Michael Brandes (Kaw); 2. Don Upton (Yam); 3. Cory Keeney (Kaw); 4. Jeff Pestana (Yam); 5. Rick Ryan (Yam).

125 PRO D-2: 1. Derek Natvig (Kaw); 2. Damon Kemp (Yam); 3. Jeff Tilton (Suz); 4. Jeffrey Brownlee (Suz); 5. Cal Nowicki (Yam).

250 BEG: 1. Wayne Zahrt (Yam); 2. Mark Baumgardner (Kaw); 3. Steve Adler (Hon); 4. Craig Williams (Hon); 5. Glenn Cunningham (Hon).

250 NOV: 1. Jim Kumitz (Yam); 2. Chad Bruce (Hon); 3. Tony Hadsall (Hon); 4. Cliff Cook (Yam); 5. Giovanni Spinali (Yam).

250 INT: 1. Travis Preston (Yam); 2. Jeff Willoh (Kaw); 3. Tyler King (Yam); 4. Joe Ryan (Suz); 5. Chris Wheeler (Yam).

250 PRO D-1: 1. Michael Brandes (Kaw); 2. Don Upton (Yam); 3. Mike Chamberlain (Kaw); 4. Chris Young (Suz); 5. Brian Manley (Yam).

250 PRO D-2: 1. Shay Fretwell (Hon); 2. Joe Tuttobene (Kaw); 3. Casey Johnson (Kaw); 4. Jeff Nordstrom (Kaw); 5. Larry Linkogle (Hon).

500 BEG: 1. Ken Johnson (Hon); 2. Colin Yates (Kaw); 3. Brent Davis (Hon); 4. Rich Hansen (Hon); 5. Ryan Grooman (Kaw).

500 NOV: 1. Joe Brown (Yam).

500 INT: 1. Carl Gazafy (Hon).

500 PRO: 1. Rusty Holland (Hon); 2. Rick Ryan (Hon); 3. Trevor Meagher (Hon); 4. Terry Fowler (Hon); 5. Shawn Wynne (Hon).

25+ AM: 1. Luke Arcidiacono (Hon); 2. Giovanni Spinali (Yam); 3. Mark Nelson (Yam); 4. Joe Merriam (Kaw); 5. Steve Reeves (Yam).

25+ MSTR: 1. Kenny Zahrt (Yam); 2. Travis Roberson (Hon); 3. Mick Elsberry (Kaw); 4. Gary Sailors (Suz); 5. Jack Azevedo (Suz).

30+ AM: 1. James DeRidder (Yam); 2. Chris Craft (Suz); 3. Greg Hayward (Yam); 4. Bill Melanson (Suz); 5. Bill Reimer (Yam).

30+ MSTR: 1. David Lynch (Hon); 2. Mark White (Kaw); 3. Kenny Zahrt (Yam); 4. Eric Beingesser (Yam); 5. Loren Pochirowski (Hon).

30+ PRO: 1. Mike Beir (Kaw); 2. Jon Nelson (Yam); 3. Dave Coupe (Hon); 4. Jim Holley (Yam); 5. Willy Musgrave (Hon).

35+ AM: 1. Allan Decker (Kaw); 2. Skid Rowe (Hon); 3. Steve Fortune (Yam); 4. Gary Shoemaker (Yam); 5. Ed Pegoda (Hon).

35+ MSTR: 1. Kenny Zahrt (Yam); 2. Mark White (Yam); 3. Brent Wallingsford (Kaw); 4. Mark Stroup (Yam); 5. Jim Hanson (Hon).

40+ AM: 1. Don Wallingsford (Kaw); 2. Lee Johnson (Yam); 3. Bill Carr (Yam); 4. Wayne Carey (Yam); 5. W.G. Wilson (Suz).

40+ MSTR: 1. Gary Doggett (Hon); 2. Juroslav Falta (Suz); 3. Dirk Timmerman (Kaw); 4. Carl Gazafy (Hon); 5. Lars Larsson (Yam).

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140/90V16 TL	77.77
150/80V16 TL	84.77
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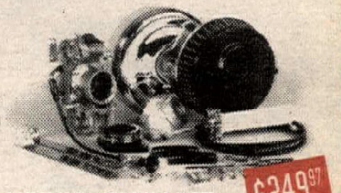

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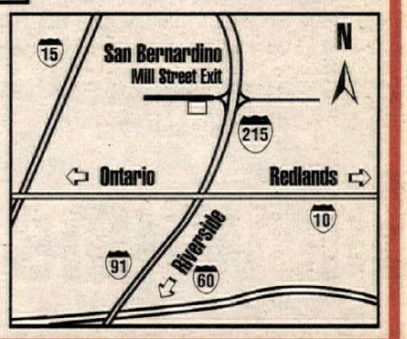

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A message from the Office of Highway Safety and Motor Vehicle Division of the Department of Transportation.

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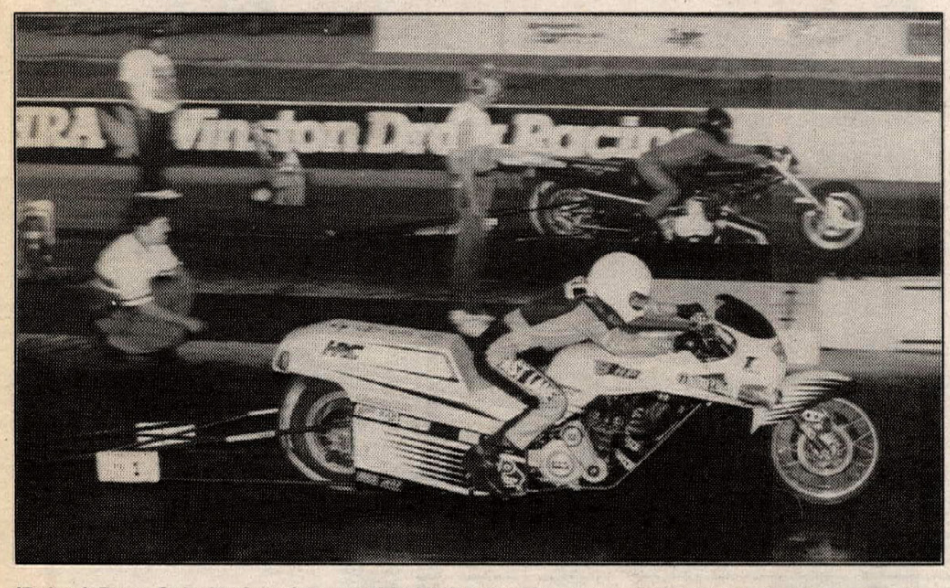
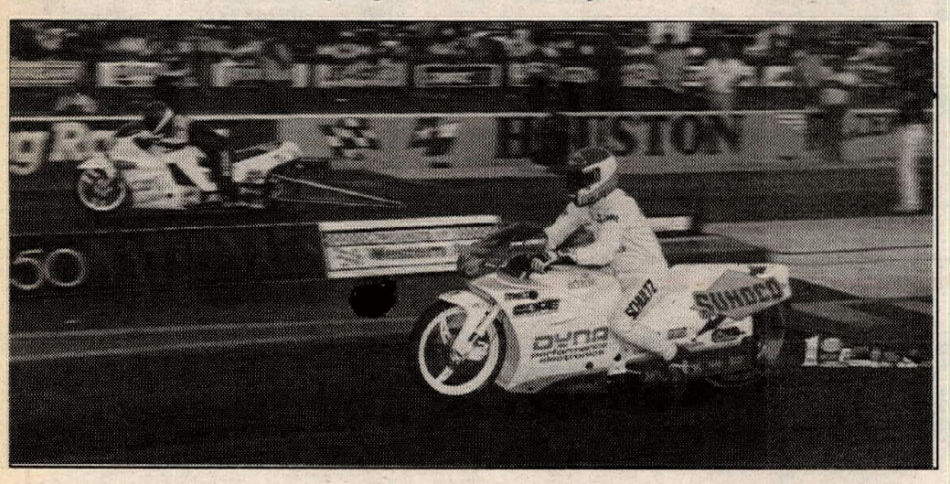
(Above) Rex Staten dominated the Pro class at the opening round of the Rosarito GP Series. (Below) Neal Lane (near) scored the AMA/Prostar Funny Bike victory at Gainesville Raceway.



(Below) Dave Schultz (near) began his NHRA Pro Stock championship title defense with a final-round victory over Russ Nyberg at Houston Raceway Park.



Rosarito Beach Grand Prix

Staten stellar on Mexican sand

By Chris Jonnum

CANTOMAR, B.C., MEXICO, MAR. 6

Rex Staten thoroughly dominated the opening round of the Rosarito Beach Grand Prix Series, sweeping all four Pro-class motos.

"These races are a ball," said the Kawasaki of Riverside/FMF/Sinisalo/Torco/Sidi/MMF/Dunlop/Endura/Shoei-backed Staten. They're good practice and they're not too serious; I'm getting too old to be serious. It's just fun to come down and kick a little butt."

The long, sandy course was laid out entirely on the beach, and included chopped-up downhills, high-speed straights and sections that twisted through ice plants. A couple of dune jumps were even thrown in to keep things interesting for the spectators. Sand tires were a must, and some even opted for paddles. Staten split the difference, shaving every other row of knobs off his rear tire.

In the first 250cc moto, Staten grabbed the early lead and simply pulled away from the field. Each moto was approximately 30 minutes in length, and "Rocket Rex" had opened up a comfortable margin by the finish. In moto two, Mark Burnett snared the lead out of turn one, but hit a G-out with too much speed and came off the bike in the air. "I was stoked to be in front, but I hit the bottom of that hill a little too fast," said Burnett. "I was trying to save it in the air, but I couldn't quite pull it off."

Staten took advantage by again securing the lead and pulling ahead to victory.

Mounted on his trick purple-and-green KX500, Staten got a strong start in the 500cc division's first moto. By the time the riders hit the dune jump on the first lap, Staten was already well ahead, with enough time to pull a one-hander for the appreciative crowd. The wily veteran led throughout the rest of the race, doing his best to keep the spectators entertained by performing aerial antics on his big Kawasaki.

"Things were a little blurry out there," Staten said after the first moto. "I've got an eye infection, and my eye was glued shut when I woke up this morning. I had to soak it just to get it open."

In order to make things a little more even in moto two, Staten lined his bike up facing backwards on the start. He was near the back of the pack when the green flag dropped, but quickly worked his way to the front and pulled away to his fourth moto win of the day. CN

Results

125 PRO: 1. Ricky Fernandez (Kaw); 2. Tony Andrade (Hon); 3. Miguel Rosas (Hon).
250 PRO: 1. Rex Staten (Kaw); 2. Craig Smith (Kaw); 3. Bill McClintoc (Hon).
500 PRO: 1. Rex Staten (Kaw); 2. Troy Pheps (Hon).
250 EX: 1. Schell Chip (Yam); 2. Juan Magana (Kaw); 3. Eric Williams (Suz).
500 EX: Joey Lane (Kaw); 2. Rod Landry (Hon); 3. Matt Berault (Yam).
250 NOV: 1. Rick Zelger (Kaw); 2. Ediberto Garcia (Kaw); 3. Mike Wild (Yam).
500 NOV: 1. Ray Lazilotta (Hon); 2. Thomas Waine (Hon); 3. Rick Cano (Kaw).
500 VET: 1. Bruce Mortensen (Kaw); 2. Earl Smith (Yam); 3. Mike Skahill (Kaw).

AMA/Prostar Motorcycle Drag Racing Series: Round 1

Lane, Furr, Hayes take AMA/Prostar opener

By Tony Williams

GAINESVILLE, FL, MAR. 4-6

Neal Lane, Bill Furr and Jimmy Hayes topped the pro classes as the 1994 AMA/Prostar Motorcycle Drag Racing Series got off to a rousing start with over 400 entries converging on Gainesville Raceway for the AMA/Prostar M.R.E. Sunshine Nationals.

Weather and track conditions at Gainesville were excellent and that provided the basis for several world record performances.

The Orient Express Funny Bike Showdown featured a very quick 16-bike field that was dominated by the defending World Champion, Lane, riding a gas-injected 1425cc Kawasaki owned by Hahn Racecraft. Lane set the pace during qualifying when he ripped off a phenomenal 6.921-second run, the quickest elapsed time in Funny Bike history. Lane then produced elimination times of 7.026/196.33 (both ends of the FB/GL national record), 7.053, 7.151 and a final round 7.313 at 164.77 mph that just held off the 7.369/176.22 of Keith Lynn's Schnitz Racing/Cox Racing 1425cc injected alcohol-burning Kawasaki.

In the Top Fuel Harley Clash, Furr rode his Orangeburg Cycle/Dixie Frames 140 cubic-inch Harley-Davidson to victory over a very stout eight-bike field. Furr took a 7.221/171.01 mph single in the final when number five qualifier Bob Spina broke after completing his burnout. Earlier in the day, during a first round confrontation with Larry Stanley, Furr recorded the quickest T/FH elapsed time in history as well as setting both ends of the national record when he blasted to a stunning 7.057 seconds at 189.15 mph.

The M.R.E. Pro Modified Series final came down to a match between the number-one and two qualifiers, with Billy Vose's FX/N 1260cc Suzuki taking on defending M.R.E. Sunshine Nationals champion Hayes' BPM Racing/M.R.E.-sponsored 1463cc FX/N Suzuki. Vose fouled, handing Hayes his second consecutive Sunshine Nationals victory. Had the foul start not occured, it would have been a very interesting contest as Vose ran 7.376/182.26 while Hayes hit a 7.389/181.23. CN

Results

FUNNY BK: Neal Lane (Kaw) 7.313/164.77, def. Keith Lynn (Kaw) 7.369/176.22.
T/F HARLEY: Bob Furr (H-D) 7.221/171.07, def. Bob Spina (H-D) broke.
PRO MOD: Jimmy Hayes (Suz) 7.389/181.23, def. Bill Vose (Suz) foul.
TOP GAS: Van Boyve (Suz) 8.259/150.32, def. Rick Bunting (Kaw) 8.328/144.60.
S/COMP: Jimmy Mullen (Suz) 8.627/149.57, def. Bob Morris (Kaw) 9.260/132.31.
PRO GAS: Andy Baumbach (Kaw) 9.242/129.77, def. Mike Coulson (Kaw) 9.260/132.31.
S/GAS: Pat Wahler (Suz) 9.917/132.23, def. Tony Mullen (Suz) 9.992/138.52.
S/MOD: Mike Hullett (Suz) 10.526/129.31, def. Lonny Rueckert (Suz) 10.493/125.69.
ET: Roy Hagadorn (Suz) 10.063/127.75, def. Desiree Alverez (Suz) 9.670/120.53.
STR/ET: Jerry Dilley (H-D) 14.633/90.27, def. Scott Smith (Suz) 12.085/115.26.

NHRA Winston Drag Racing Series: Round 1

Schultz starts defense with Houston win

By Todd Veney

HOUSTON, TX, MARCH 4-6

As half the people in the pits reminded him from the time he got to Houston Raceway Park, Dave Schultz crashed at 167 mph the last time he raced there, exactly a year earlier at the NHRA Slick 50 Nationals.

Of course, Schultz recovered from that potentially disastrous spill to enjoy perhaps drag racing's greatest season, one that concluded with him in the winner's circle at a record six-straight NHRA races. Now, make that seven.

Schultz dominated the 1994 Slick 50 Nationals, possibly eliminating the need for more come-from-behind heroics this fall, as he defeated Russ Nyberg in the final.

"I couldn't stop thinking about what happened here last year - I don't see how anybody could have. It was definitely on my mind," Schultz said. "I wanted to redeem myself, and I felt that I owed the track something.

"It was like a mission for me - to come back to Houston and set the track record on my first run, with everyone watching. And that's exactly what I did. I could feel the people watching me, but it all played out just the way I wanted it to."

Astride a brand-new Trac Dynamics/Air-Tech Suzuki GSXR, Schultz shattered John Myers' two-year-old 69-

second track record with a 7.616 during qualifying. The run held for low e.t. throughout qualifying, but five other riders joined him in the 7.6s. In fact, if Schultz hadn't broken Myers' track record, four of the others would have: Nyberg (7.670), John Smith (7.674), Myers himself (7.684), and Myers' new Star Racing teammate, Jim Bernard (7.685). Hector Arana just missed with a 7.697.

Yet even with the pack closing in - never before have six Pro Stock riders been in the 7.60 stratosphere at one event - Schultz's Sunoco Suzuki was still boss. Schultz maintained his 7.6-second profile throughout eliminations. Schultz won the first round with a single after Redell Harris' Suzuki wouldn't start, and then clocked a 7.73 at barely 160 mph to beat John Sachs in round two. Myers' 7.71/173.57 in the semifinals wasn't enough for Schultz's 7.642/174.96.

Nyberg, one of just two qualifiers to run a Kawasaki, tied Schultz for low e.t. of eliminations with a 7.642/176.99 second-round win over local favorite Michael Phillips. Nyberg then won the other semifinal with his only non-7.6 of the race, a 7.70/175.98 against Hector Arana, who invalidated a quicker 7.67/174.08 with a red light.

In the final, Nyberg was off just 32 thousandths of a second after the green, which gave him a slight lead over Schultz, who was away seven thousandths later with a .039 reaction time. In Pro Stock's quickest side-by-side heat ever, Schultz posted a 7.65/174.52 to defeat Nyberg's 7.69/171.69.

"As we hit third gear, we were about even and I said to myself, 'OK, I've got him,'" Schultz said. "It's almost like I relaxed. Then I went through some bumps and watched him shoot out in front of me, and I thought, 'Hmm, Maybe I'd better not look over there any more. I looked back ahead of me, saw that I was drifting to my right, toward the center line, and brought it back for the win." CN

Results

P/S Dave Schultz (Suz) 7.65/174.52, def. Russ Nyberg (Kaw) 7.69/171.69.

1994 NHRA WINSTON POINTS STANDINGS (After 1 of 11 events): Dave Schultz (1182); 2. Russ Nyberg (930); 3. John Myers (726); 4. Hector Arana (722); 5. John Smith (528); 6. Jim Bernard (524); 7. Michael Phillips (520); 8. John Sachs (516); 9. Kerry Larkin (318); 10. Paul Gast (314).

AHRMA/British Bike Magazine Trials Series: Round 1

Miller masters Ocala

By Matt Benson

OCALA, FL, MARCH 9

Observed trials great Sammy Miller came across the Atlantic to give U.S. and Canadian riders a lesson or two as he mastered all the sections during the AHRMA Trial at the Florida Motorsports Complex. Miller lost just one point riding a Bultaco Sherpa T 325 en route to victory in the Modern Classic Expert division.

Skirting an old quarry at the Florida Motorsports Complex, the loop included nine sections ridden three times apiece. AHRMA trials coordinator Bob Ginder said his layout crew attempted to strike a balance between challenging the riders, and allowing that most of the competitors hadn't ridden a motorcycle in several months.

DAYTONA UPDATE

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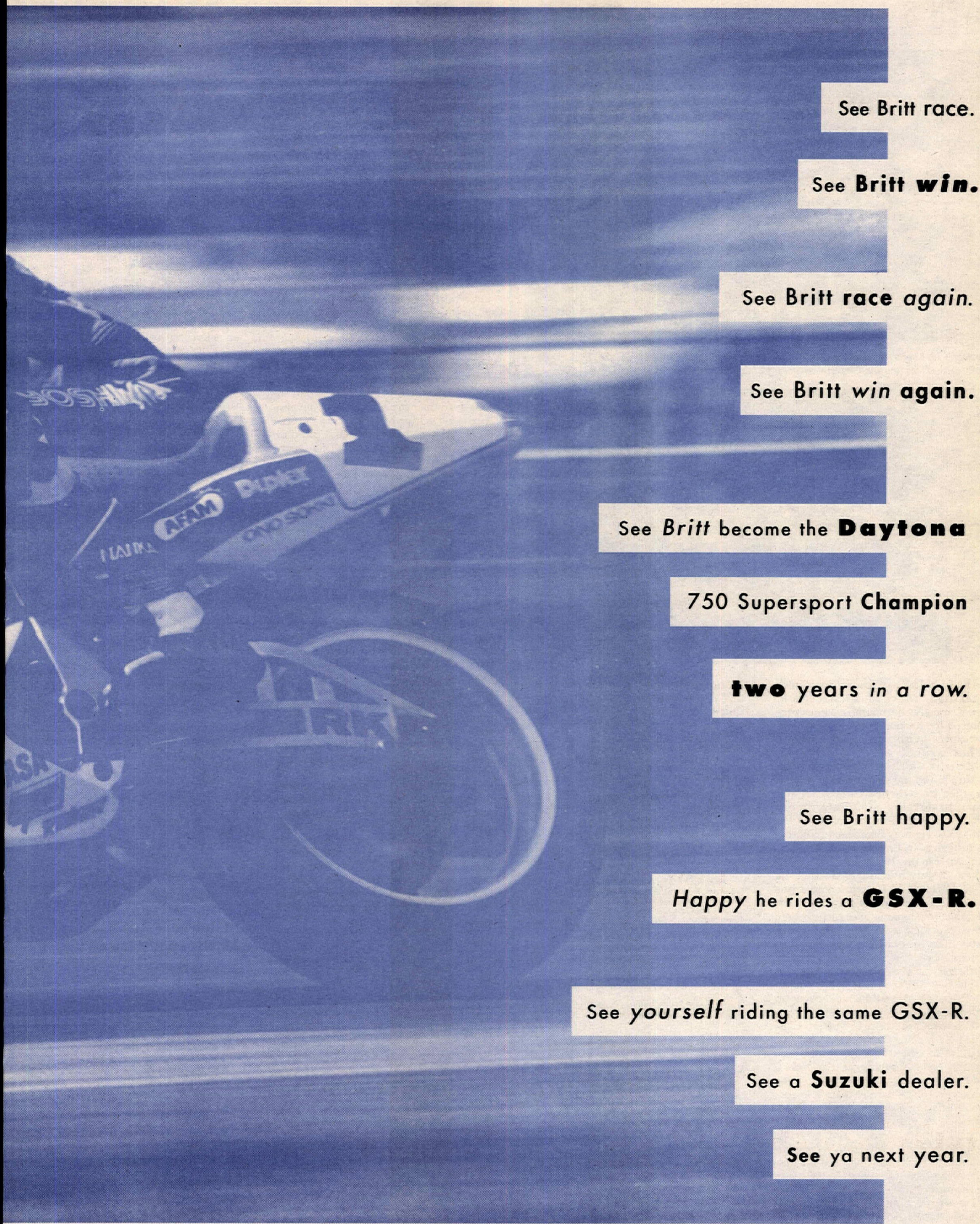

ing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Take a riding skills course.
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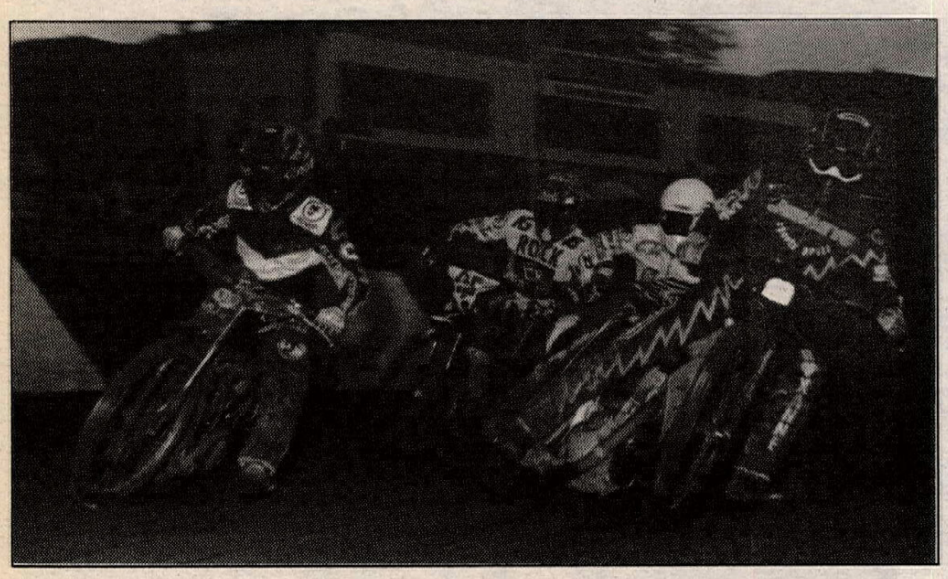
(Above) Kyle Lewis (5) won and kept his points lead at the Seattle ultracross. (Below) Greg Hancock (left) topped the Glen Helen Spring Classic Scratch main.



The 45 riders had to deal with thick vegetation, rocks of all sizes, and abrupt, mostly short climbs. Miller pronounced the traction "pretty good," and was caught touching a foot one time in the first loop.

Miller is widely regarded as having revolutionized the sport of observed trials when he switched from Ariel and began to develop the lighter, more maneuverable two-stroke Bultaco in the mid-1960s. He now operates a motorcycle museum in England and is a top competitor in pre-1965 trials.

One of only four riders tackling the most difficult of four marked lines through each section, Miller spent considerable time looking over each section. He would kick leaves out of the way and shuffle rocks where they could do no harm, or where they would provide a little traction at a critical moment.

Charles Roberts, riding a Yamaha TY175 found out it's difficult keeping up with a living legend, and he lost 14 points to take second to Miller in Modern Classic Expert. Making their debut as experts, Montesa-mounted Eric Kraft and Rick Doughty were far behind the two leaders.

Miller's second lesson for competitors and fans was exactly that - a lesson. Before offering a demonstration of riding skills up, down and across a near-vertical hill, he advised vintage trials riders to pay more attention to suspension setup. Miller said he likes his suspension to rebound quickly to be ready for the next obstacle.

He also recommended low handlebars, set forward. "You want to be well to the front and really grabbing it," he explained.

On gearbox position, Miller emphasized using the bottom gear all the way.

"In second," he said, "the bike would be riding me instead of me riding the bike. Go as slow as you can so you have time to think about things." CN

Results

RIGID EX: 1. Mike Hosafros (Nor).
PREM L/W NOV: 1. Brian Slark (Tri); 2. Lee Cowie (Gre); 3. Tom Boyd (Gre).
PREM L/W INT: 1. Chris Makynan (BSA); 2. Ed Britt (BSA).
PREM L/W EX: 1. Bob Capistrant (Duc); 2. Bob Ginder (Gre); 3. Randy Lusk (Tri); 4. Gerry Marshall (F-B); 5. Steve Tucker (BSA).
PREM H/W NOV: 1. John Towery (Tri).
PREM H/W EX: 1. Beno Rodi (Mat); 2. Adrian Moss (Mat).
MDRN CLSC NOV: 1. John Spencer (Bul); 2. Les Mohler (Suz); 3. Amos McClellan (Yam); 4. Melvin Heffron (Oss); 5. Charles Dahlstrom (Yam).
MDRN CLSC INT: 1. David Tucker (BSA); 2. Dale Schmutzler (Yam); 3. John Easton (Yam); 4. Craig McClellan (Yam); 5. Bob Bicking (Yam).
MDRN CLSC EX: 1. Sammy Miller (Bul); 2. Charles Roberts (Yam); 3. Eric Kraft (Mon); 4. Rick Doughty (Yam).
BRIT CLSC NOV: 1. Darrel Boone (Sar).
BRIT CLSC INT: 1. Paul Danik (Was).
BRIT CLSC EX: 1. Rich Baulch (Was); 2. Duncan Wright (Gre).
SPTSMN NOV: 1. Charles Vrotney (Bul); 2. William Fitzgibbons (BSA); 3. Sambo Elliott (Yam); 4. Kurt Bauce (BSA).
SPTSMN INT: 1. William Shields (Mon); 2. James Smith (C-A); 3. Jim Cameron (BSA).

Mickey Thompson Ultracross Series: Round 3

Lewis scores big in Kingdome

By Brian Barnes

SEATTLE, WA, MAR. 12

Team Noleen Yamaha/Sizzler Restaurant rider Kyle Lewis and his teammate, defending series champ Larry Brooks, were the class of the field, finishing 1-2 during the third round of the MTEG Ultracross Series in the Seattle Kingdome.

Lewis notched his second-straight series win in front of 30,000 race fans and thus extended his points lead to 51 over teammate Brooks, moving closer to his ultimate goal, the series championship. "It's nice to have a big cushion in points going into the next round in Utah," Lewis said. "I'm super happy with tonight's performance. The track was a little slick but I seemed to have it dialed in."

The track, which many riders besides Lewis considered tight in a couple of sections and slick for the motorcycles, provided good passing opportunities as evidenced by the first heat. Chris Ridgeway, Robert Drew and Ray Crumb - all series regulars - ran up front, but it was Jason McCormick who whipped the crowd into a frenzy as he moved from the back of the grid to challenge Drew on lap four to take the third position, then surprised both Crumb and Ridgeway with a final lap pass for the heat win.

The second heat was a Team Noleen show, as both Lewis and Brooks moved past early front-runners Scott Meyers, Anthony Whipple and Marc Peters. Brooks tried to catch Lewis but couldn't gain ground and settled for the runner-up spot ahead of Jim Holley. Meyers and Whipple rounded out the top five.

As the 18-rider final lined up, both Lewis and Brooks brimmed with confidence on their chances to win, while McCormick was also confident that his Honda CR125 could run with the 250s in the the slick conditions and tight corners. Ryan Carslisle and Roby Leach inherited front row starting spots, while Crumb and Brooks sat on row seven and McCormick and Lewis landed eighth-row starting spots. As the green flag dropped it was Carlisle, Meyer, Leach and Peters who moved to the front. Carlisle took advantage of his front-row start to pull a nice lead on the field by the end of lap two with both Lewis and Brooks easily slicing through the field to run second and third by lap three. Myers, Leach and Crumb rounded out the top six. McCormick was mired in traffic early, but was running fifth by lap four,

Up front, Lewis passed Carlisle over the big double, and Brooks followed suit just a couple of corners later. It was an all-Noleen show after that point, with Brooks chasing Lewis for the remainder of the main but unable to reel him in. Brooks had to settle for the runner-up position while Lewis scored the win. McCormick's last ditch attempt to move past Carlisle into third came up short, while Crumb completed the top five. CN

Results

MAIN: 1. Kyle Lewis (Yam); 2. Larry Brooks (Yam); 3. Ryan Carlisle (Kaw); 4. Jason McCormick (Hon); 5. Ray Crumb (Yam); 6. Jim Holley (Yam); 7. Robert Drew (Kaw); 8. Anthony Whipple (Hon); 9. Scott Myers (Yam); 10. Marc Peters (Yam).
MTEG ULTRACROSS SERIES POINTS STANDINGS (After 3 of 8 rounds): 1. Kyle Lewis (213); 2. Larry Brooks (162); 3. Ray Crumb (152); 4. Ryan Carlisle (103); 5. Mike Healey (89); 6. Scott Meyers (70); 7. Robert Drew (65); 8. Jim Holley (56); 9. Jason McCormick (54); 10. Shaun Kalos (42).

Glen Helen Speedway Spring Classic

Hancock a hero at Glen Helen

By M. Sober

SAN BERNARDINO, CA, MAR. 6

In 1993, American speedway riders were victorious in the World Team Cup, very competitive in the World Pairs event, and right on top of the scoring in both. Just as in those events, Greg Hancock was on top when the checkered flag fell at the conclusion of the Glen Helen Spring Classic Scratch main event.

A cold and ominous wind was just beginning to pick up as the day's four fastest riders made their way up to the starting tapes. Two-time U.S. National Champion "Flyin" Mike Faria, fresh off the previous night's Costa Mesa Spring Classic opener victory, drew the pole and was the first to stage. In lane two was the 1992 U.S. National Champion, Chris Manchester. The third slot was occupied by ICE World Champion Charlie "The Edge" Venegas, which left the far outside to British League regular Hancock.

A steady rain began to fall as the last two riders were aligned and the starting tapes sprung to life. Hancock was the first rider off the line and rode into the first turn clearly ahead of Venegas and Manchester, but just inches in front of Faria. As the pack headed into turn two, Faria seemed to drift off his line just as Hancock found the deep outside cushion and put the dirt to work, propelling himself clearly to the front of the foursome. Faria, who like Manchester was running the larger 22" rear tire, remained within striking distance of Hancock but was clearly settling into second place, hoping for a Hancock mistake that would never come. Venegas faded in the middle laps, and Manchester moved into third place. No more changes in position occurred, and Hancock won going away by half a dozen places.

As the four contestants circled the track on their cooldown lap the wind and rain opened up, and the majority of the 2800 fans on hand scurried quickly to escape the rapidly deteriorating elements. Hancock, Faria and Manchester were scheduled to join Josh Larsen, Billy "The Bullet" Hamill, Charles Ermolenko, Brent Werner and John Aden in the night's eight-man eight-lap Handicap main event, but both the Handicap main and the Sidecar main were cancelled due to the inclement weather, leaving Hancock and Support class winner Brian Pappalardo as the day's only main-event winners.

Results

SCRATCH: 1. Greg Hancock (Wes); 2. Mike Faria (GM); 3. Chris Manchester (GM); 4. Charlie Venegas (Jaw).
SUP: 1. Brian Pappalardo (Wes); 2. Rodney Sherman (Jaw); 3. David Nagy; 4. Mitch Hall; 5. George Fox; 6. Joe Erhardt (Jaw).

Horton wins Atlanta Amateur Supercross

By Kyle Myers

ATLANTA, GA, MAR. 26

Over 325 riders from 25 states competed in the Georiga Dome for the AMA/Worldsports Amateur Supercross where Robbie Horton and Pat Barton were the top winners of the day. Horton won the 125cc Youth and 125cc B events while Barton rode to victory in the 25+ event.

Horton started the day off by crashing in the first turn of the 125cc B class, but he came back and took fourth in the heat race. When the gate dropped for the main, Horton shot into the lead and never looked back, taking an easy win over Charles Dunaway, Ramsay Bulkly, Kris Swaney and Scott Pinson.

In the 125cc Youth class main, Horton again jumped out to an early lead over Chris Bailey, Jon Boruff, James Webb and Brian Thornburg. Thornburg and Mark Burhart doubled past Webb as Horton pulled away. Bailey then fell, letting Boruff, Thornburg and Burhart by, and Burhart slipped by Thornburg for third. Pinson was rapidly moving through the pack after getting stuck in the gate and was going after Thornburg for the fourth spot. Pinson sailed past him over a double to take fourth place. As the checkered flag came out, Performance Engineering/Scott/Fox/Team Green-backed Hor-

ton took the overall win ahead of Boruff, Burhart, Pinson and Thornburg.

When the 25+ class lined up, all eyes were on Bill Wallin and Pat Barton. Both riders had ridden on press day, so they were familiar with the track and eager to win some Suzuki contingency money. As the field rounded the first turn, Wallin and Barton were 1-2. Wallin would pull away slightly to take the heat win.

In the main, Barton shot into the lead with Larry Sparks, Dell Ellanson, Bryan Adams and Gene Hodge in hot pursuit. Wallin missed a shift three feet out of the gate and entered the first turn dead last in the 26-rider field. Barton quickly established a healthy lead by clearing all the jumps, while Wallin was stuck in the pack. Ellanson moved into second by passing Sparks. Wallin broke into the top five at the halfway point, then displaced John Sheffey, Sparks and Ellanson to move into second, but found himself down eight seconds to Barton. The JT/Shoei/No Limit/Dunlop/Factory Connection/Devol/Bel-Ray/Pro Taper/UFO/American Suzuki-backed Barton took the victory over Wallin, Ellanson, Sheffey and Sparks. Ellanson had passed Sheffey and Sparks on the last lap.

Results

P/W: 1. Zack Rutledge (Yam); 2. Rob Wooden (Yam); 3. Shane O'Banion (Yam); 4. Alex Hunter (Yam); 5. Chris Stuckey (Yam).

65: 1. Robert Turley (Kaw); 2. Nick Warner (Kaw); 3. Nate Davenport (Kaw); 4. Nick Moulton (Kaw); 5. Robin Wallace (Kaw).

85 (7-11): 1. Jeff Gibson (Kaw); 2. Travis Pastrana (Suz); 3. Ben Riddle (Kaw); 4. Robert Turley (Kaw); 5. Casey Bullington (Suz).

85 (12-13): 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Josh Scott (Hon); 4. Gavin Burkman (Hon); 5. Jeremy Brown (Kaw).

85 (14-15): 1. Mark Burkhart (Hon); 2. Jason Thomas (Kaw); 3. Nick Citron (Yam); 4. Trey Boykin (Yam); 5. Chaney Bryant (Kaw).

125 B: 1. Robbie Horton (Kaw); 2. Charles Dunaway (Kaw); 3. Ramsay Bulkly; 4. Kris Swaney (Hon); 5. Scott Pinson (Suz).

125 C: 1. Frank Boston (Kaw); 2. Travis Willis (Hon); 3. Jody Cooper (Suz); 4. Adam Burchfield (Suz); 5. David Sawyer (Kaw).

250 B: 1. Charles Dunaway (Kaw); 2. Ed Ray (Kaw); 3. Robby Cook (Kaw); 4. Jeremy West (Hon); 5. Shane Jenkins (Kaw).

250 C: 1. John Sheffey (Suz); 2. Chris Denney (Kaw); 3. Mark Cleveland (Hon); 4. Troy Miller (Kaw); 5. Aaron Adams (Suz).

12-15: 1. Robbie Horton (Kaw); 2. Jon Boruff (Hon); 3. Mark Burhart (Hon); 4. Scott Pinson (Suz); 5. Brian Thornburg (Yam).

25+: 1. Pat Barton (Suz); 2. Bill Wallin (Suz); 3. Dell Ellanson (Yam); 4. John Sheffey (Suz); 5. Larry Sparks (Hon).

30+: 1. Cary Morris (Hon); 2. Dell Ellanson (Yam); 3. Bryan Adams (Kaw); 4. Lou Volpe (Hon); 5. Allen Goldstein (Yam).

35+: 1. Tony Smith (Kaw); 2. Lou Volpe (Hon); 3. Steve Donaldson (Hon); 4. Ron Van Wagoner (Kaw); 5. Robert Perry (Suz).

40+: 1. Kenny Hall (Hon); 2. Henry Gref (Hon); 3. Skip Stewert (Kaw); 4. Ron Van Wagoner (Kaw); 5. John Fox (Hon).

Patterson pulls off Three Creek Hare Scrambles win

By Paul Michels

GREENVILLE, KY, MAR. 6

Robert Patterson, on his Team Green/Scott Goggles/Sprocket Specialist/Tsubaki/ Motorcycle Stuff/Answer Products/Acerbis/N-Style/ Kawasaki of Nashville and Sarges Cycle-backed Kawasaki, narrowly edged out Doug Jones three turns from the checkered flag at the Three Creek Hare Scrambles, round nine of the Mid-South Championship Winter Series.

Jones was quickest off the line with the rest of the AA riders in tow. Jones and Patterson soon hooked up and started a battle that lasted the entire five laps on the technical, seven-mile Three Creek course. Jones began to stretch out a small lead on the second go-round when Patterson dismounted, taking a soil sample and losing his front brake in the process. Patterson pushed and caught back up, and the two Kawasaki riders raged on until the fifth and final lap when Jones was leading but bobbled momentarily, and Patterson shot past for the win by a mere half-bikelength at the checkered flag. Jared Green kept pace with the leaders all day, finishing third.

Neal Raggett had already clinched the Vet A class championship and carded a respectable fourth overall. John Maschino put in a solid performance, as he has in the past few races, for fifth overall.

In four-stroke action, Kenny Satterfield clinched the series championship, scoring the class win with just one race remaining. In 125cc B competition Jared Smith continued his winning ways, with Jamie Wynn placing second.

Preston Sullins and Stephen Hinkle kept close company all day in the Open B class to finish 1-2, and Tarras Massey piloted his Kawasaki to first in the 250cc B class, with Gary Horton finishing a respectable second. Kyle Pulley put in a consistent ride on his Kawasaki to take the win over second-place rider John Bingham in the 200cc B class. The Heavy Trail class boasted the largest number of entries for the day at 43, with only the top five riders in the class completing four laps. Chris Beard, David Zanet, Rob Zyonhurst, David Ridgway and Danny Billiard finished first through fifth, respectively.

Results

AA: 1. Robert Patterson (Kaw); 2. Doug Jones (Kaw); 3. Jared Green (Kaw); 4. Neal Raggett (Yam); 5. John Maschino (KTM).

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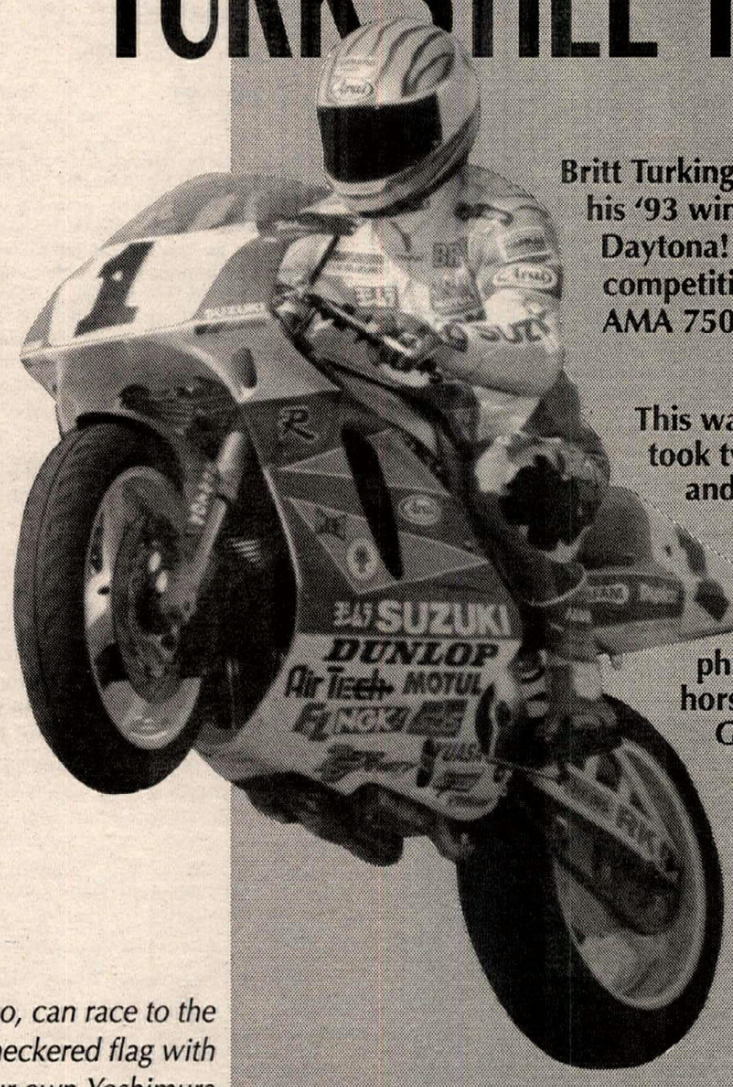

Britt Turkington, on his Yoshimura/Suzuki, continues his '93 winning ways by taking the checkered flag at Daytona! In doing so, Britt sent a message out to the competition that he is still the 1 to beat in the AMA 750cc Supersport Class.

This was by no means an easy win for Britt. It took two tries to even get this race underway, and the frequent lead changes in the final laps made this one of the most exciting races ever. toward the end of the last lap, with only 1 1/2 seconds separating the first four positions, Britt re-defined the phrase "a close race" by tapping into the horsepower of his '94 Yoshimura/Suzuki GSXR750W on the steep oval banking of Daytona to blast past the competition and take the checkered flag by a mere two one-hundredths of a second!

Congratulations to Britt Turkington, and to all of our valued sponsors who have made this first win of the '94 season a reality:

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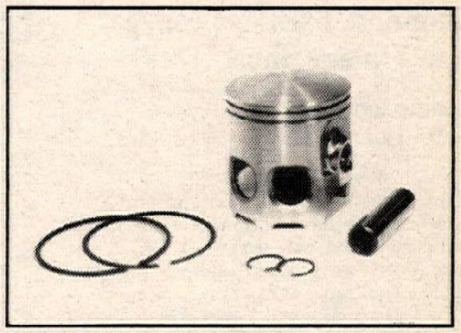

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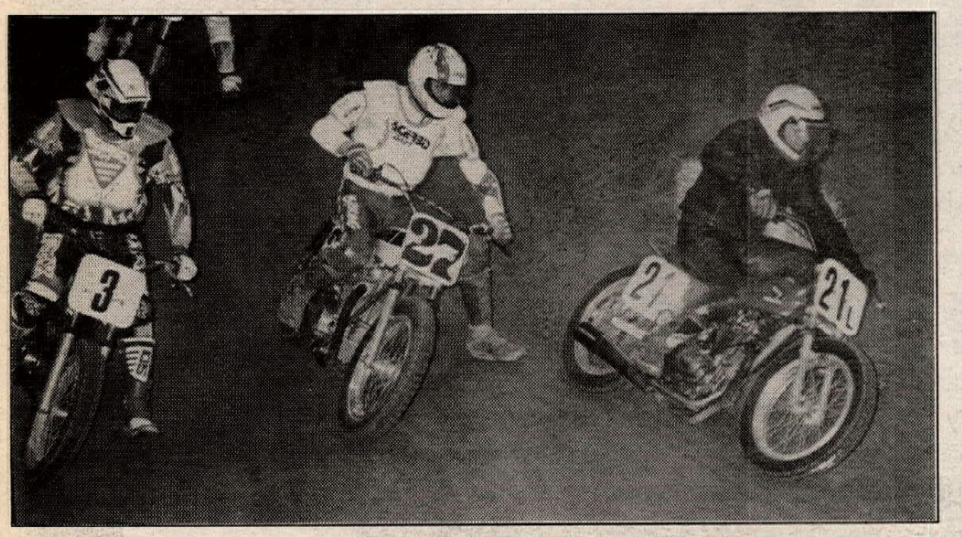
(Above) Pedro Gonzales was the man to beat in the 250cc Pro class at the Perris MX. (Below) Master class winner Danny Hammond (21L) ran the groove at the Hope ST.



200 A: 1. Marty Rittenberry (Kaw); 2. Jeff Rummage (Kaw); 3. Jerry Castleman (Kaw); 4. William Short (Hon); 5. Tim Hemstreet (Hus).

250 A: 1. Michael Cornett (Yam); 2. Steven Gordon (Kaw); 3. Steve Ezell (Kaw); 4. Jim Parsons (Kaw); 5. Craig Hayes (Hus).

OPEN A: 1. Harvey Whitaker (Hon); 2. Rod Thurley (Hus); 3. Jason Jennings (KTM); 4. Mark Hosbach (KTM); 5. Bill Cavanagh (Kaw).

VET A: 1. Barry Brazier (Yam); 2. Brian Lohman (KTM); 3. Gary Adams (Yam); 4. Gary Copeland (KTM); 5. Scott Martin (Kaw).

125 B: 1. Jared Smith (Kaw); 2. Jamie Wynn (Kaw); 3. Mike Stinson (Yam); 4. Darin Phillips (Yam); 5. John Lenard (Hon).

200 B: 1. Kyle Pulley (Kaw); 2. John Bingham (Yam); 3. Donald Harrison (Kaw); 4. Richard Working (Kaw); 5. Clint Robinson (Kaw).

250 B: 1. Taras Massey (Kaw); 2. Gary Morton (Kaw); 3. Albert Ellis (Suz); 4. Tim Crain (Yam); 5. Jason Elrod (Kaw).

OPEN B: 1. Preston Sullens (KTM); 2. Stephen Hinkle (KTM); 3. Roger Hendon (Hon); 4. Kip Haynie (Hon); 5. Barry Riggsbee (KTM).

VET B: 1. Brian Breci (Yam); 2. Ricky Miller (Yam); 3. Alan Garrett (Hon); 4. Rick Sims (Yam); 5. Billy Hall (Yam).

SR: 1. Ronnie Hackett (Suz); 2. Paul Michels (Hon); 3. Wally Mika (Hon); 4. David Scottow (KTM); 5. Larry Still (Hon).

S/SR: 1. William Smith (Hon); 2. Alan Cruce (KTM); 3. John Gordon (Kaw); 4. Jerry Justus (Kaw).

4-STRK: 1. Kenny Satterfield (Hon); 2. Robert Stephens (Hon); 3. Greg Prince (Hon); 4. William Hogue (Suz); 5. Steve Burdy (Suz).

H/W TRL: 1. Chris Beard (Hon); 2. David Zanet (Yam); 3. Rob Zyonhurst (Hon); 4. David Ridgway (Suz); 5. Danny Billiard (KTM).

L/W TRL: 1. Thomas Campbell (Kaw); 2. Chris Hicks (Kaw); 3. Michael Hudson (Kaw); 4. Steven Piper (Kaw); 5. Michael Haynie (Suz).

Hammond, Barkley best Hope Vintage Short Track

By Mike Zbrozek
Photo by Dan Mahoney

HOPE, AR, MAR. 4-5

Arkansas' own Danny Hammond and Dave Barkley stole the show in front of 4000+ spectators during round two of the VDTRA/Performance Nutrition Vintage Classics VII Short Track National Series at Fair Park Coliseum.

The Masters class riders gave it their all with Hammond's Honda holding off a pressing inside-outside attack from Dave Barkley's Yamaha in Friday's heat race and final, giving Hammond the checkers. Saturday's action was even more exciting as Barkley overcame a bad start in the final and moved past the Triumph of Tom Laird early on to challenge Hammond for the lead. Hammond was able to hold off Barkley until the very last lap when Barkley moved his Yamaha 750 to the outside in turns three and four, carrying the two riders side by side to the flag. Both riders were convinced they had won and returned to the starter for the victory lap, but Barkley took the honors. The spectators in attendance gave a standing ovation as Barkley circled the track on his victory lap.

Gary Richtmeyer on his Bultaco continued his winning ways, undefeated in the series. He took the checkers in both 600cc class mains. Mark Robinson chased Richtmeyer hard, running a strong second in Friday's main event and nearly getting by Richtmeyer down the main straight in Saturday's action, but his outside passing line forced his Yamaha too close to the fence, and after grabbing the binders to avoid collision, he retired.

After three restarts due to first corner pile-ups, Troy Keithley's 1000-mile drive from Denver was rewarded as he guided his 750 Yamaha to victory in Friday night's 10-rider Open Pro Twin main. Johnny Isaacs on a TPR Special Triumph pressed Keithley' Yamaha on every lap, but had to settle for second. A tough and determined Dallas Babcock took an impressive third despite a very sore shoulder he received when he was center-punched in the first green-flag melee.

Saturday's Open Pro Twin main saw a cleaner start aided by fewer qualifiers to the front row. Isaacs and his TPR Triumph grabbed the lead in turn one followed by Babcock, Keithley and Dave Barkley's Yamaha in a 10-lap train to the finish.

Results

Friday

600: 1. Gary Richtmeyer (Bul); 2. Mark Robinson (Yam); 3. J.C. Clark (Yam); 4. Delano Denton (Yam); 5. Mike Zbrozek (Bul).

MSTR: 1. Danny Hammond (Hon); 2. Dave Barkley (Yam); 3. Tom Laird (Tri); 4. Bob Ives (Bul).

OPEN PRO TW: 1. Troy Keithley (Yam); 2. Johnny Isaacs (Tri); 3. Dallas Babcock (H-D); 4. Dave Barkley (Yam); 5. Bob Braunreiter (Yam).

Saturday

600: 1. Gary Richtmeyer (Bul); 2. J.C. Clark (Yam); 3. Mike Zbrozek (Bul); 4. Mark Robinson (Yam).

MSTR: 1. Dave Barkley (Yam); 2. Danny Hammond (Hon); 3. Tom Laird (Tri); 4. Bob Ives (Bul).

OPEN PRO TW: 1. Johnny Isaacs (Tri); 2. Dallas Babcock (H-D); 3. Troy Keithley (Yam); 4. Dave Barkley (Yam) 5. Mike Frye (Tri).

Dobb, Gonzales gas it at Perris Motocross

By Tony Alessi

PERRIS, CA, MAR. 12

Spitfire/Hot Wheels/Pro Circuit teammates James Dobb and Pedro Gonzalez stole the show in the Pro classes during the return of GFI Super Saturday MX at Perris Raceway.

Dobb had an easy time in the 125cc Pro race by posting an impressive double-moto victory over Gonzalez and Greg Schnell, but Dobb found himself slightly off the pace in the 250cc Pro moto, leading the first eight laps while Gonzalez spent most of the race working through the traffic. With two laps left in the moto, Gonzalez cut to an inside line near the rocker section which then set up a midair pass on Dobb for the lead. Gonzalez opened a few bike-lengths lead which he maintained for the moto win. Dobb kicked the ground, obviously upset with second, while Schnell, Mercier and Billy Frank rounded out the top five.

The second moto seemed to mimmick the first, with Dobb out front being pursued by Gonzalez. Frank and Schnell collided on the opening lap, which opened the door for Mercier to grab third. Dobb, Gonzalez and Mercier circled the track at the same pace for a number of laps, pulling away from the pack. Soon the race boiled down to a two-rider battle as Mercier dropped back. Once again, Gonzalez proved to be a little faster and passed Dobb for the lead. Dobb kept pace for the remainder of the race, but it was Gonzalez who crossed the finish line first for the moto and overall victory.

Results

60 BEG: 1. Luis Jauregui (Kaw); 2. Chris Thorp (Kaw); 3. Andrew Renshaw (Kaw); 4. Nicholas Wells (Kaw); 5. Tyler Brunella (Kaw).

60 NOV: 1. Chris Rogers (Kaw).

80 F/T: 1. Doug Villa (Yam); 2. Rod Hanby (Yam).

80 BEG: 1. John Sanders (Suz); 2. Chris Rogers (Suz); 3. Cory Williams (Yam); 4. Danny Pettingill (Yam); 5. Kane Thompson (Yam).

80 NOV: 1. Dustin Ryley (Yam).

80 INT: 1. Danny Carlson (Kaw); 2. Brad White (Kaw).

125 BEG: 1. Sherman Vandeman (Kaw); 2. Kyle Baird (Suz); 3. Kevin Wheat (Yam); 4. Wes Carey (Yam); 5. Travis Ogourn (Kaw).

125 NOV: 1. Billy Clifton (Yam); 2. Pete Roles (Suz); 3. Josh Cartter (Yam); 4. Gary Noble (Yam); 5. Richie Holt (Kaw).

125 INT: 1. Tim Beatty (Yam); 2. Joe Ryan; 3. David Hughes (Kaw).

125 PRO: 1. James Dobb (Kaw); 2. Pedro Gonzales (Kaw); 3. Greg Schnell (Suz); 4. Chad Simanjak (Hon); 5. Jason Frenette (Suz).

250 BEG: 1. Tom Stanford (Hon); 2. Matt Parsons (Yam); 3. Miguel Laerello (Suz); 4. Ewan White (Kaw).

250 NOV: 1. David McCown (Hon); 2. Bryan Lamborn (Yam); 3. Tony Edeson (Yam); 4. Bret Milan (Yam); 5. Bryan Davis (Yam).

250 INT: 1. Joe Ryan (Suz); 2. Garth Milan (Kaw); 3. Steve Cox (Hon).

250 PRO: 1. Pedro Gonzales (Kaw); 2. James Dobb (Kaw); 3. Billy Mercier (Yam); 4. Greg Schnell (Suz); 5. Steven Skiba (Hon).

25+ AM: 1. Tony Edeson (Yam); 2. Frank Villa (Suz); 3. Mark Cosgrove (Hon); 4. Fred Reynolds (Kaw); 5. Thierry Barrox (Hon).

30+ AM: 1. McGruder Cougan (Hon); 2. Joe Crouch (Kaw); 3. Mike Carr (Hon); 4. Andrew Smith (Suz); 5. Frank Villa (Suz).

30+ MSTR: 1. Tony Spear (KTM); 2. Loren Pochirowski (Hon); 3. Randy Skinner (Suz); 4. Bob Johnson (Kaw); 5. Bill Erb (Kaw).

30+ PRO: 1. Willy Musgrave (Hon); 2. Steve Shippy (Kaw); 3. Jim Henn (Kaw).

35+ AM: 1. Wayne Carey (Yam); 2. Frank Steiner (Suz); 3. Tony Parsons; 4. Ty Larson (Hon); 5. Mark Moore (Suz).

35+ MSTR: 1. Jeff Mason (Kaw).

40+ AM: 1. Don Wallingsford (Kaw).

40+ MSTR: 1. Alan Olson (Suz); 2. George Kohler (Hon); 3. Tom White (Kaw); 4. Ray Pisarski (Hon); 5. Tony Parsons (Yam).

Larson jams at Barona Oaks MX

By Homer Eubanks

RAMONA, CA, MAR. 6

Lars-Erik Larson was the rider to watch at the opening round of the California Mini Motorcycle Club (CMMC) MX series at Barona Oaks Raceway where a total of 136 riders competed in 19 different classes.

The 80 and 125cc classes contained most of the heated racing action. Shawn Ellis took command of the first 125cc Intermediate moto but fell to third in the next moto, earning himself second for the day. Larson managed the overall after turning in 2-1 finishes. He then came back in the 125cc (16-21) Open class and won the first moto, but fell to third in the second, earning him second overall, while Ryan Regland was the overall class winner by finishing second to Larson in the first moto, then beating Shawn Ellis in the second moto.

Overall honors in the 125cc (12-15) Open class went to Kurt Pierson after he won the first moto and placed second to Reginald Mitchell in the second. Mitchell took home a second overall, having finished third in the first race.

The 80cc Stock (9-11) class is always competitive, but the field of 12 riders was no match for Scott Nelson, who won the first go-round and then placed second in moto two to Billy Laninovich, who had finished third in the first moto.

Cole Humphus was first in the Junior Cycle Stock (0-8) class after finishing second to Mark Palmer in the first moto, then reversing the order in the next race. Chris Swift made his presence known in the Old Pharts class by taking the first-moto checkered flag. Don Connelly was able to come back for a win in the second moto, to edge out Swift for the overall win and continue his dominance in the class.

Results

P/W F/T: 1. Cody Peterson (Yam); 2. Brandon Frako (Suz); 3. James Mann (Yam); 4. Jake Bussonnette (Yam); 5. Robert Pena (Yam).

PW STK (0-8): 1. Ryan Beat (Yam); 2. Jonathan Rose (Yam); 3. A.J. Lee (Yam); 4. Cas Swift (Yam); 5. Matthew Yanez (Yam).

P/W SEM-MOD (0-8): 1. Ryan Beat (Yam); 2. Chris Caudillo (Yam); 3. Cas Swift (Yam); 4. Brian Thomason (Yam); 5. Zac Wray (Yam).

JR CYCLE BEG: 1. Chris Caudillo (Kaw); 2. Shaun Connelly (Kaw); 3. Joey Clayton (Kaw); 4. Brian Thomason (Kaw); 5. Steven Ross (Kaw).

JR CYCLE STK (0-8): 1. Cole Humphus (Kaw); 2. Mark Palmer (Kaw); 3. Jonathan Rose (Kaw); 4. Ryan Beat (Kaw); 5. Andrew Wageman (Kaw).

JR CYCLE STK (9-11): 1. Emitt Kling (Kaw); 2. Jay Dee Santiago (Kaw); 3. Vito Camillas (Kaw); 4. David Meyers (Kaw); 5. Clinton Pierce (Kaw).

80 STK (9-11): 1. Scott Nelson (Suz); 2. Billy Laninovich (Kaw); 3. Emitt Kling (Kaw); 4. Benjamin Rose (Suz); 5. Cory Mecomber (Suz).

80 NOV STK: 1. Scott Conley (Kaw); 2. Geoff Rader (Suz); 3. Brad Millikan (Kaw).

80 BEG: 1. Mike Fox (Suz); 2. Sean Clarke (Kaw); 3. Jon Meyers (Kaw); 4. Travis Connelly (Suz); 5. Jeremy Smith (Kaw).

S/MINI: 1. Andy Harrington (Kaw); 2. Scott Conley (Kaw); 3. Colby Raymond (Suz); 4. Billy Laninovich (Kaw); 5. Ron Mialki (Kaw).

80 NOV MOD: 1. Colby Raymond (Suz); 2. Geoff Rader (Suz); 3. Ben Hunkens (Suz).

80 EX: 1. Andy Harrington (Kaw); 2. Scott Conley (Kaw).

125 BEG: 1. Jason Coleman; 2. Matthew Earle (Kaw); 3. Sean Sparkman (Hon); 4. Charles Gomez (Suz); 5. Lance Deleya (Suz).

125 (12-15): 1. Kurt Pierson (Suz); 2. Reginald Mitchell (Suz); 3. Jason Coleman; 4. Tim Clayton Jr.

125 NOV STK: 1. Cory Mortenson (Suz); 2. Bryon Cox (Hon); 3. Jeremy Schmidt (Kaw); 4. Manny Arias (Yam); 5. Wilson Nichols Jr. (Suz).

125 NOV MOD: 1. Josh Williams (Hon); 2. Damian Paterson (Kaw); 3. Bryan Currie (Suz); 4. Reginald Mitchell (Yam); 5. Joe Minor (Suz).

125 NOV INT: 1. Lars-Erik Larson (Yam); 2. Shawn Ellis (Suz); 3. Ryan Ragland (Suz); 4. Jon Raymond (Suz).

125 (16-21): 1. Ryan Ragland (Suz); 2. Lars-Erik Larson (Yam); 3. Shawn Ellis (Suz); 4. Josh Williams (Hon); 5. Damian Paterson (Kaw).

250 NOV INT: 1. Ryan Ragland (Suz); 2. Lars-Erik Larson (Yam); 3. Daniel Nichols (Suz); 4. Cory Mortenson (Hon).

OLD PHARTS: 1. Don Connelly (Suz); 2. Chris Swift (Yam); 3. Matt Nelson (Kaw); 4. Greg Rader (Hon); 5. Carl Conley (Kaw).

Caplinger conquers Columbia Hare Scrambles

By Arlene Hejlek

COLUMBIA, MO, MAR. 6

Chris Caplinger was the overall winner at the first round of the Missouri Hare Scrambles Championship Series at Finger Lake State Park, which was hosted by the MX Parents Club with the cooperation of the Missouri Dept. of Natural Resources.

ATK/Donelson Cycles/MRM/Sprocket Specialists/Kal Gard/Dunlop/Motorcycle Stuff-sponsored Caplinger was in the back of the pack at the start of the two-hour event on the muddy and challenging nine-mile course. By the end of the first lap, Caplinger had his ATK in the lead followed closely by Chris Graber and John Roth on a pair of Yamahas. These three traded the lead numerous times during the next few laps as they worked their way around mud bogs filled with frustrated riders, and up slippery hills where they threaded through the scattered bikes and bodies.

Caplinger still held the lead as he, Graber and Roth were the only riders in the field of 180 to go out for a fifth lap. Their charmed ride lost its luster when all three encountered problems on that last lap. Caplinger had to untangle barbed wire from his rear wheel and fixed a derailed chain, while Graber and Roth fought to free themselves from the mud at other locations on the course. Caplinger finished just seconds ahead of Graber for the overall win, while Roth claimed third overall 90 seconds later. Kelly Getz brought his Husqvarna around to take fourth overall at the end of four laps. He was followed seven seconds later by Greg Surdyke riding a Husaberg.

Intermediate class winner Allen Haynes put his Yamaha in the sixth overall position, while a battle raged behind him for the next four spots in the Intermediate class. Rick Ingold, Robbie Reed, Kevin Borts and Jeff Lappe traded places numerous times during the event, but sorted it out to finish second through fifth, respectively.

Yamaha-mounted Tom Summers held off a last-lap charge by Ken Yount to claim the 250cc B win. Open class winner Ed Schmidt, riding a Husqvarna, was the only one in his class to complete four laps. Derek Zinchuck put his Yamaha ahead of Sam Gosnell on the last lap to take home the trophy in the 125cc class, while Kawasaki-mounted Keith Kibort led the 200cc class from start to finish.

Results

O/A: 1. Chris Caplinger (ATK); 2. Chris Graber (Yam); 3. John Roth (Yam); 4. Kelly Getz (Hus); 5. Greg Surdyke (Hbg).

AA EX: 1. Chris Graber (Yam); 2. John Roth (Yam); 3. Kelly Getz (Hus); 4. Greg Surdyke (Hbg); 5. Steve Leivan (Yam).

4 STRK: 1. Chris Sloan (Hus); 2. Dale Griesinger (KTM); 3. Paul Arnett (Hon); 4. Greg Surdyke (Hbg); 5. Travis Pilant (Hon).

A INT: 1. Allen Haynes (Yam); 2. Rick Ingold (Hon); 3. Robbie Reed (Hus); 4. Kevin Borts (Yam); 5. Jeff Lappe (KTM).

JR: 1. Dustin Wisecup (Yam); 2. Colin Sheridan (Kaw); 3. J. Meyers (Hon); 4. Brock Busenbark (Yam); 5. R. Barron (Kaw).

SR: 1. Everett Shinault (Hon); 2. Mike Burkhart (Hon); 3. Charles Thiele (Yam); 4. R. Lowry (Yam); 5. Brad Barnett (Yam).

S/SR: 1. Robert Less (Yam); 2. Larry Hayes (ATK); 3. Rick Whelove (KTM); 4. Carl Donelson (ATK); 5. Greg Frericks (Yam).

OPEN: 1. Ed Schmidt (Hus); 2. T. England (Hon); 3. R. Logan (Hon); 4. Robert Caplinger (ATK); 5. T. Prenger (Hus).

250 B: 1. Tom Summers (Yam); 2. Ken Yount (Yam); 3. Don Dohogne (Yam); 4. Mike Vohs (Yam); 5. Dan Johnson (Yam).

250 C: 1. Mike Windmann (KTM); 2. Dale Borgmeyer (Yam); 3. S. Harper (Kaw); 4. Brian Turpin (Yam); 5. D. Hawkins (Hon).

200: 1. Keith Kibort (Kaw); 2. J. Williams (Kaw); 3. Ferd Leitzke (Kaw); 4. R. Kelly (Kaw); 5. R. Wagahoff (Kaw).

125: 1. Derek Zinchuck (Yam); 2. Sam Gosnell (Yam); 3. Steve Gordon (Kaw); 4. Carl Dobsen (Suz); 5. J. Dill (Kaw).

TRL RDR: 1. M. Meinert (KTM); 2. P. Deming (Hon); 3. M. Dalton (Hon); 4. M. Shepherd (KTM); 5. K. Mirtsching (Hon).

Pro win to McMurrich at Tucson Motocross

By Dave Shelton

TUCSON, AZ, MAR. 6.

Salazar Auto's Pat Eggman did what he had to do in the second moto to secure the overall win in the 250cc Intermediate class at Mountain View Off-Road Raceway.

Eggman grabbed both holeshots on the way to his overall win over Carey Kent, whose riding was nearly flawless in the first moto, out-smarting and out-braking Eggman for the win. Eggman wasn't about to let the second moto go to Kent, holding off Kent's late-moto challenge for the win. Third overall went to Tim Widener, with a 3-4 score. Eggman took another first place trophy in the Senior Intermediate class over Michael Halpin.

Justin McMurrich took both moto wins in the Pro class, but the MSR/Ceet/FMF-backed McMurrich didn't have an easy time of it with Brett Bienek hot on his tail. Bienek holeshot the second moto and led until there were two laps remaining, when McMurrich jumped the finish-line plateau to seize control of the inside line and take the win. Scott Obenchain was third.

Adrian Leffler took command of the 125cc Novice class and won both motos. The battle for second was between Tucson A.T.V.'s Casey Peck and Prosport's Mike Weining. Weining grabbed second in the first moto, while Peck was fourth. The two traded positions in the second moto, and Peck ended up with second overall, Weining third.

In the Senior Novice group, Eastside Cycle's Stacey Miller started things off in his usual holeshot mode. The start proved to be the decisive factor in the first moto as Karl Hering and Ranel Cox gated well, but finished 2-3 behind Miller. In the second moto, Cox worked his way to the front of the pack by out-braking everyone except Hering. Miller didn't fare too well; he was displaced back to third and would finish there. At about the halfway point, Cox was able to slip his KX by Hering to move into the lead and stay there. With Miller and Cox trading moto wins, Cox took the overall.

The 80cc Trophyless Rider class was dominated by Northwest Cycle's Jeremy Campell. Kenton Durkee took second, and third went to Josh Whitford.

Results

50 NOV: 1. Sean Shelton (Yam); 2. Ronnie Gamble Jr. (Yam); 3. Michael Beaver (Yam); 4. Ranel Cox (Yam); 5. Chris Mayo (Yam).

50 MOD: 1. Ronnie Gamble Jr. (Yam); 2. Ranel Cox (Yam); 3. Sean Shelton (Yam); 4. Michael Beaver (Yam).

60 (0-8): 1. Sean Shelton (Kaw); 2. Ranel Cox (Kaw); 3. Paul Pearcy (Kaw); 4. Chris Mayo (Kaw); Michael Beaver (Kaw).

60 (9-11): 1. Ryan Wilson (Hon); 2. David Moreno (Kaw); 3. Nic Shaffer (Kaw); 4. Cody Beard (Kaw).

60 MOD: 1. Ryan Wilson (Hon); 2. Paul Burger (Kaw); 3. David Moreno (Kaw); 4. Cody Beard (Kaw); 5. Paul Pearcy (Yam).

80 BEG: 1. Richard Kutbach (Hon); 2. Myles Colligan (Yam); 3. Dennis Umphres (Yam); 4. Jeremy Lastovica (Yam); 5. John Harris (Kaw).

80 NOV: 1. Nick Beaver (Yam); 2. Klint LaPlante (Yam); 3. Matt Earls (Yam).

80 MOD: 1. Nick Beaver (Yam); 2. Klint LaPlante (Yam); 3. Matt Earls (Yam); 4. Richard Kutbach (Hon); 5. Bryan Aldrich (Suz).

125 BEG: 1. Shawn Dunn (Yam); 2. Thomas Stuckey III (Hon); 3. Kelly Karns (Kaw); 4. Michael Foster (Yam); 5. Steve Meeks (Hon).

125 NOV: 1. Adrian Leffler (Suz); 2. Casey Peck (Yam); 3. Michael Weining (Hon); 4. Michael Sullivan (Suz); 5. Dax Kastrin (Yam).

125 INT: 1. Jeff Piasecki (Suz); 2. Michael Calhoun (Kaw); 3. Michael Garcia (Hon); 4. James Wagner (Hon); 5. Jeremy Giroir (Yam).

250 BEG: 1. Thomas Stuckey III (Yam); 2. Adam Bode (Hon); 3. Toby Squires (Kaw); 4. Steve Somerville (Hon); 5. Gordie Lockwood (Kaw).

250 NOV: 1. Dax Kastrin (Yam); 2. Ken Howden (Suz); 3. Rocky Robling (Yam); 4. Eddie Nordstrom (Kaw); 5. John Rogers (Hon).

250 INT: 1. Pat Eggman (Yam); 2. Carey Kent Jr. (Hon); 3. Tim Widener (Hon); 4. Frank Febbo (Hon); 5. Brian Highsmith (Yam).

OPEN BEG: 1. Todd Scoggin (Hon); 2. Marty Franz (Kaw).

SR NOV: 1. Ranel Cox (Kaw); 2. Karl Hering (Suz); 3. Stacey Miller (Yam); 4. Rocky Robling (Yam); 5. Don Miller (Hon).

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(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#150C) '93 Southwick/Gainesville AMA Nat'l MX
Highlights of 125cc & 250cc action from the Massachusetts and Florida rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

(#151C) '93 Sacramento/Mt. Morris AMA Nat'l MX
Highlights of 125cc & 250cc action from the California and Pennsylvania rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

(#154C) '93 Unadilla/Buchanan AMA Nat'l MX
Highlights of 125cc & 250cc action from the New York and Michigan rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

(#156C) '93 Glen Helen/Troy AMA Nat'l MX
Highlights of 125cc & 250cc action from the California and Ohio rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

(#157C) '93 Millville/Washougal AMA Nat'l MX
Highlights of 125cc & 500cc action from the Minnesota and Washington rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

(#158C) '93 Delmont/Binghamton AMA Nat'l MX
Highlights of 125cc & 500cc action from Pennsylvania and New York rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

■ SUPERCROSS ■■■

(#325) Throttle for the Gold
The story of the 1990 Supercross Series: racing full throttle, criss-crossing the USA, Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

■ TOURING & ROAD RIDING ■■■

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

■ ROAD RACING ■■■

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82D) '93 Spanish RR Grand Prix
55 minutes from Motovideo.

(#83D) '93 Italian RR Grand Prix
55 minutes from Motovideo.

(#80D) '93 Japanese RR Grand Prix
55 minutes from Motovideo.

(#93D) '93 Austrian RR Grand Prix
55 minutes from Motovideo.

(#84D) '93 German RR Grand Prix
55 minutes from Motovideo.

(#86D) '93 European (Spain) RR Grand Prix
55 minutes from Motovideo.

(#87D) '93 Dutch RR Grand Prix
55 minutes from Motovideo.

(#90D) '93 British RR Grand Prix
55 minutes from Motovideo.

(#92D) '93 Czech RR Grand Prix
55 minutes from Motovideo.

(#96D) '93 Australian RR Grand Prix
55 minutes from Motovideo.

(#98D) '93 Malaysian RR Grand Prix
55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

■ SPEEDWAY ■■■

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet at Tucson, Arizona to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

■ CRASHES ■■■

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147A) Bonzai Blackwater
"High Muddy Water" - the sequel to "Mud Wars" - features the latest footage from Blackwater '93 with the most current, thrilling, and spine tingling view of the insanity of this famous motorcycle and ATV extravaganza. 55 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video.

■ DIRT TRACK ■■■

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

■ VINTAGE ■■■

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic Challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes: John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton; and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster; also

Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Features Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, and Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

■ ENDURO ■■■

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "'raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

■ INSTRUCTIONAL & TECHNICAL ■■■

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, to make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#18) "Showtime" Jeremy McGrath
It's America's supercross sensation, Jeremy McGrath, in his all-new whirlwind video. Highlights Jeremy's record-breaking '93 season and gives you the inside scoop on Jeremy at practice and play in Southern California. If you're a big Jeremy McGrath fan, you'll have to own this up close and personal documentary. 90 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

(#24) The Basics #1/Motorcycle Maintenance
Basic maintenance knowledge specifically for HD motorcycles; applicable to most any brand. Includes information on spark plugs, identifying parts, charging systems, the drive chain and primary chain adjustment, bleeding your brakes and more. 60 minutes from Video Manuals.

(#25) The H-D Evolution Motor
Complete disassembly, service, repair and assembly of the Harley Evo motor. Includes info on little-known tricks of the trade and special tools necessary for doing the job right. 60 minutes from Video Manuals.

(#26) H-D Transmission Repair
Complete teardown, repair, service and assembly information on rebuilding Harley-Davidson 5-speed transmissions. 60 minutes from Video Manuals.

(#100) Rick Johnson's "Motovation"
Rick Johnson shows you how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club road racing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

What's New?...

- ★ '93 Gainesville/Southwick AMA National MX
- ★ '93 Sacramento/Mt. Morris AMA National MX
- ★ '93 Unadilla/Buchanan AMA National MX
- ★ '93 Glen Helen/Troy AMA National MX
- ★ '93 Millville/Washougal AMA National MX
- ★ '93 Delmont/Binghamton AMA National MX
- ★ '93 British RR Grand Prix
- ★ '93 Czech RR Grand Prix
- ★ Cartridge Fork Service & Tuning
- ★ 2-Stroke Engine Design & Tuning
- ★ The Basics #1: Motorcycle Maintenance
- ★ The Harley-Davidson Evolution Motor
- ★ Harley-Davidson Transmission Repair

■ DRAG RACING ■■■

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video

■ MOVIES ■■■

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix-90 minutes from KWB Marketing Group.

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Seth Keena (151) and Jason Dubin (7) holeshot this 125cc Novice moto during action at the Los Angeles County Raceway Motocross.

OPEN BEG: 1. Todd Scoggin (Hon); 2. Marty Franz (Kaw).

SR NOV: 1. Ranel Cox (Kaw); 2. Karl Hering (Suz); 3. Stacey Miller (Yam); 4. Rocky Robling (Yam); 5. Don Miller (Hon).

PRO: 1. Justin McMurrich (Hon); 2. Brett Bienek (Hon); 3. Scott Obenchain (Kaw).

80 TROPHYLESS RDR: 1. Jeremy Campbell (Hon); 2. Kenton Durkee (Hon); 3. Josh Whitford (Kaw); 4. Craig Durkee (Hon); 5. Jeff Osterhoudt (Suz).

BIG BK TROPHYLESS RDR: 1. Phil Klingler (Hon); 2. Dante Harmony (Suz); 3. Flint Matchett (Yam); 4. Jeff Walker (Suz); 5. Mike Pozarowski (Kaw).

Mercier masters LACR MX

By Greg Robertson

PALMDALE, CA, MAR. 13

Billy Mercier and Tim Telford each took a hard-fought moto win, with Mercier claiming the top money in the combined Pro class at California Racing Club's Sunday motocross, held at Los Angeles County Raceway.

Mercier timed the drop of the gate perfectly to lead Telford, Erik Lindstrom and Peter Ware in the opening moto. Telford immediately went into attack mode and closed to Mercier's back wheel. Mercier and Telford, both YZ250-mounted, distanced themselves from CR125 rider Lindstrom, who was doing a good job of holding off the advances of Ware and Roy Bremenour.

With a strong wind quickly drying out the track, Mercier was playing it safe by sticking to the still-moist inside lines. Telford was covering twice as much ground, railing the sandy outer berms in an attempt to grab the lead. Time was running out for Telford when he pulled next to Mercier at the end of a straight, then dove underneath to take lead with only three turns remaining. Mercier finished a close second, well ahead of Lindstrom who was an equal distance in front of Bremenour.

The second moto was a repeat of the first, with Mercier grabbing the holeshot and Telford breathing down his neck. Lindstrom had his little Honda screaming along in third, where he would remain for the entire race. Telford was dogging Mercier every inch of the way, showing the leader his front fender numerous times. The two riders were nearly side-by-side as they flew past the Kal Gard tower to pick up the white flag. Telford tried to stuff his way underneath Mercier in a corner, but he clipped Mercier's rear tire, creating a loss of momentum and allowing Mercier to pull a six bike-length advantage. Telford regrouped and closed the gap on the final circuit of the track, but came up a few feet short of Mercier at the checkered flag. Lindstrom came across the line a distant third with Bremenour fourth.

Results

P/W B-2: 1. Jared Tebo (Yam); 2. Jacob Poole (Yam); 3. Charles Messer (Yam); 4. Timmy Mc Daniel (Yam); 5. Michael Parker (Yam).

P/W B-1: 1. Ricky Hemme (Yam); 2. Brett Mountain (Yam); 3. Troy Tittlemier (Yam).

P/W A: 1. Anthony Barbacovi (Yam); 2. J.R. Williams (Yam); 3. Justin Munyon (Yam); 4. Joshua Grant (Yam).

60 BEG: 1. Anthony Barbacovi (Kaw); 2. Vincent Rhoads (Kaw); 3. Richard Enbanks (Kaw); 4. Joshua Grant (Kaw); 5. Terminator Garcia (Hon).

60 (0-8): 1. Daryl Ecklund (Kaw); 2. Chris Nihan (Kaw).

60 (9-11): 1. Scott Howe (Kaw); 2. Johner Faulkner (Kaw); 3. Bobby Langin Jr. (Kaw).

80 BEG: 1. Lars Lindstrom (Hon); 2. Joe Mendoza (Kaw); 3. Justin Mernmble (Yam); 4. Chris Torres (Kaw); 5. Bobby Langin Jr. (Suz).

80 (7-11): 1. Scott Howe (Suz); 2. Daryl Ecklund (Suz); 3. Donnie Durrer (Yam).

80 (12-13): 1. Ito Posca (Yam); 2. Chris Honnold (Kaw); 3. Kevin Townsend (Yam); 4. D.J. Pripten (Suz).

80 (14-16): 1. Lanny Turner (Suz); 2. Chris Thompson (Suz); 3. Scott Pripten (Hon); 4. George La Monte (Suz).

125 BEG: 1. Josh Poole (Yam); 2. Randy Weber Jr. (Kaw); 3. Kenny Terracciano (Hon); 4. Jason Dubin (Suz); 5. Graham Howell (Kaw).

125 NOV: 1. Tony Green (Kaw); 2. David Martinez (Kaw); 3. Kevin Tarwater (Kaw); 4. Adrian Leon (Suz); 5. Collin Eberly (Hon).

125 INT: 1. Scott Johnson (Suz).

250 BEG: 1. Donald Fetters Jr. (Hon); 2. Casey Patterson (Hon); 3. Darren Schwartzkopf (Hon); 4. Bryn Baker (Suz); 5. David Nelson (Hon).

250 NOV: 1. Dan King (Yam); 2. Bobby Hall (Suz); 3. Andy Payne (Kaw); 4. Brett Fox (Hon); 5. Ray Harp (Kaw).

250 INT: 1. Scott Mumford (Kaw); 2. Robbie Dunham (Yam); 3. Malcolm Solley (Hon); 4. Dwight Rader (Kaw).

PRO: 1. Billy Mercier (Yam); 2. Tim Telford (Yam); 3. Erik Lindstrom (Hon); 4. Roy Bremenour (Suz); 5. Peter B. Ware (Suz).

500 BEG: 1. Donovan Durst (Kaw).

JR VET BEG: 1. John Stohl (Hon); 2. Joseph Arechiga (Yam); 3. Fernando Berroteran (Hon).

JR VET NOV: 1. John Hoffman (Hon); 2. John Turner (Suz); 3. Lee Saul (Cag); 4. Darren Graveel (Yam); 5. Ray Harp (Kaw).

JR VET INT: 1. Todd Broussard (Suz); 2. Mike Crosby (Kaw).

JR VET EX: 1. Tim Telford (Yam).

VET BEG: 1. Jim E. Dell (Hon); 2. Randy Rhinehart (Yam); 3. Ress Benson (Hon); 4. Lary Williams (Hon).

VET NOV: 1. Ed Gugjardo (Suz); 2. Randy Anderson (Yam); 3. Greg Robertson (Kaw); 4. Michael Rigdon (Hon); 5. Bob Sullivan (Hon).

VET INT: 1. Steve Schrobsdorf (Yam); 2. James Coppedge (Yam); 3. Kirk Williams (Yam).

VET EX: 1. Leo Saul (Suz); 2. Mark Horton (Yam).

SR INT: 1. Tom Eberly (Hon).

SR EX: 1. Jerome Gibson (Hon); 2. Ken Renaux (Yam); 3. Bob Dunham (Yam).

OT NOV: 1. Bob Klatt (Kaw); 2. Larry Kirsch (Hon); 3. Bill Weltman (Hon).

OT AM: 1. Al Bushy (Hon). 2. Steve Pobjoy (Kaw); 3. Jon Hollon (Hon); 4. Sam English (Yam); 5. Hank Owen (Hon).

OT EX: 1. Jose Rodriguez (Yam); 2. Vern Buwalda (Yam); 3. Keith Phillips (Kaw); 4. Robert Fiesler (Hon); 5. Milton Roybal (Kaw).

OT MSTR: 1. Gary Willison (Kaw); 2. Mike Chesbro (Hon); 3. James Draves (Hon); 4. Mike Jervey (Yam); 5. Doug Rodrigues (Kaw).

Hanson wins tragedy-marred Columbus Hare Scrambles

By Michael Walker

COLUMBUS, TX, FEB. 27

Hank Hanson scored a victory in the 60cc class at the Columbus Hare Scrambles, but the Texas Championship Hare Scrambles Series was dealt a tragic blow.

Calvin Cardwell, 59, was killed in a racing accident. The Super Senior was out doing what he loved, racing when tragedy struck. The thoughts and cares of everyone in the series go out to the Cardwell family.

The 60cc action was a two-man battle between Hanson and Waylon McCulloch. The two small rivals took up where they left off at the last round. McCulloch took the top spot early, but the Kawasaki of Hanson was only a wheel behind. Then Hanson got by as McCulloch slid out and used a smooth style to hold off McCulloch's charge at the end. Kyle Martin took third over Trey Chote, Candice Chote and Zachry Smith.

Bob Marino, who has been less than a part-time racer since blowing the doors off two years ago, returned with a 1994 Yamaha WR-250 to pull the holeshot in the 250cc/Open A class. Marino set a torrid pace with series leader Bert Reynolds on his tail. Seven laps later, Marino made an unscheduled landing in a bush following a high-speed jump. Reynolds was able to grab the lead, while Marino wrestled with the bush until Reynolds was long gone. The KTM-mounted Reynolds took the class win as well as first overall, and bested the AA/Pros. Runner-up Marino took the second overall spot, and Don Murphy put together his best ride ever for third place in the class, which was also good enough for fifth overall. Shawn O'Leary topped Mark Vickers for the fourth slot in the class.

Defending series champion Mark Childre returned to his old form and netted the third overall spot behind Reynolds and Marino. Childre was the Veteran A winner, surviving a battle with Al Cravens to take his Acerbis/Answer/Silkolene/FMF/KTM of Ft. Worth-backed 300 into the top spot for good after a day-long battle with the A rookie on the RMX, Cravens. The battle between the two also carried them into the overall hunt, as Cravens was second in the class and fourth overall.

The Junior action was fast and close, with Thomas Eidson topping Jeremy Buckley, Travis White, Travis Allen and Michael Spohn.

Results

O/A: 1. Bert Reynolds (KTM); 2. Bob Marino (Yam); 3. Mark Childre (KTM); 4. A. Cravens (Suz); 5. Don Murphy (Hon).

AA/PRO: 1. Clifford Goertz (Suz); 2. Jeff Wilson (Hon).

OPEN/250 A: 1. Bert Reynolds (KTM); 2. Bob Marino (Yam); 3. Don Murphy (Hon); 4. Shawn O'Leary (Yam); 5. Mark Vickers (Suz).

200 A: 1. Gary Windham (Kaw); 2. Duggan Hartzog (Kaw); 3. James Clark (Kaw); 4. Duane Badgley (Kaw); 5. Stephen Selman (Kaw).

VET A: 1. Mark Childre (KTM); 2. Al Cravens (Suz); 3.Doug Paley (Kaw); 4.Scott Carleton (ATK) 5.Johnny Sagewind (Kaw);

SR A: 1. Howard Love (Kaw); 2. Howard Juckett (Kaw); 3. George Spalding (Hon); 4. Kurt Williams (Hon).

OPEN B: 1. Dan Sell (KTM); 2. Allan Zuehl (Hon).

VET B: 1. Harvey Gartley (Hon); 2. Bill Holland (Hon); 3. Brad Burnie (Hon); 4. Bill Smith (Hon); 5. Steve Wells (Yam).

200 C: 1. David Baker (Suz); 2. Jason Williams (Kaw); 3. Jason Frerich (Kaw); 4. David Ketchum (Kaw); 5. David Flory (Hon).

S/SR: 1. Ken Langham (Yam); 2. Gerald Miller (Yam); 3. Bill Canion (Hus); 4. Michael Krumrey (Hon); 5. Nick Nickelson (Kaw).

SR B: 1. Bobby Reynolds (KTM); 2. Kent Atwood (Yam); 3. Terry George (Kaw); 4. John Michlowsky (Hon); 5. Robert Kelley (KTM).

125 B: 1. Chris Thompson (Suz); 2. Rod Kelley (Hon); 3. Jay Roy (Hon); 4. Todd Hooker (KTM); 5. Steven Harp (Hon).

200 B: 1. Lee Jordan (Kaw); 2. James Selman (Kaw); 3. Kent James (Yam); 4. Keith Crouse (Kaw); 5. Thomas Derby (Kaw).

250 B: 1. Kevin Counsil (Yam); 2. Carter White (Kaw); 3. Joe Eastep (Yam); 4. James Harp (Hon); 5. Terry Deck (Hon).

OPEN C: 1. Glen Gerner (Hon); 2. Todd Gastill (Yam); 3. Kenyon Courtney (Yam); 4. David Gartley (Hon); 5. Todd Witherington (Hon).

80: 1. Jonathan Buckley (Hon); 2. Jeff O'Leary (Yam); 3. Drew Dunbar (Yam); 4. Chris Brannon (Kaw); 5. Joshua Lawrence (Yam).

60: 1. Hank Hanson (Kaw); 2. Waylon McCulloch (Kaw); 3. Kyle Martin (Yam); 4. Trey Chote (Yam); 5. Candice Chote (Yam).

SPTSMN: 1. Gary Windham (Kaw); 2. Harmon Hart (Yam); 3. John Krumrey (Hon); 4. Michael Traylor (Suz); 5. Steve McKinney (Kaw).

WMN: 1. Danielle Lindemann (Kaw).

JR: 1. Thomas Eidson (Suz); 2. Jeremy Buckley (Hon); 3. Travis White (Suz); 4. Travis Allen (Yam); 5. Michael Spohn (Hon).

4-STRK: 1. Kerry Simpson (Hus); 2. Richard Kepler (Kaw); 3. Mark Crane (Hon).

Caplinger pummels Park Hills Hare Scrambles

By Arlene Hejlek

PARK HILLS, MO, MAR. 13

ATK' s Chris Caplinger made it two wins in a row when he topped 305 riders to take the overall trophy at the second round of the Missouri Hare Scrambles Championship Series hosted by the Missouri Mudders Club at the St. Joe State Park.

ATK/Donelson Cycles/MRM/Sprocket Specialsts/Kal Gard/Dunlop/Motorcycle Stuff/Met Life-sponsored Caplinger had the holeshot at the start and held the lead for the entire two-hour event. When Caplinger's brakes faded on the third lap, he was forced to slow the pace for a while but wicked it up again on the fourth lap, finishing with a three-minute margin.

KTM-mounted Leigh Letellier turned over the runner-up position to Kawasaki rider Jared Green when he fell in a corner at the beginning of the fourth lap on the 14-mile course. Green went after Caplinger but was unable to close the gap. Twenty feet from the final turn into the scoring lanes, Green's front tire was sucked down into a soft spot in the trail and he endoed into the sidelines. While Green was gathering his wits, Letellier passed and went on to claim second overall. Steve Leivan brought his Yamaha around for the third overall position while Green pushed his mangled bike through to take fourth overall. Just three seconds separated the Yamahas of John Roth and Intermediate class winner Neal Raggett, as they cruised to fifth and sixth overall.

Raggett had difficulty finding the course at the beginning of the race and kept passing riders for four laps, not knowing his position until he rode through the scoring lanes at the finish.

Ken Yount ran out front in the 250cc B class from start to finish, in spite of problems on the fourth lap including a derailed chain and rear flat. Ed LaChance also rode it out on a flat tire to claim the Four-Stroke win. Tim Gilliland's ride was problem-free as he rode his ATK for a wire-to-wire win in the Open class.

Things were not so easy for the 200cc class. Jim Williams, Keith Kibort and Brian Selk engaged their Kawasakis in a battle from start to finish. Kibort went down less than a mile into the event and had to ride the rest of the way with no back fender and a pinched silencer. Williams claimed the lead from Selk near the beginning of the last lap, and Kibort moved into second position when Selk got sideways a mile from the finish. They finished in that order.

Results

O/A: 1. Chris Caplinger (ATK); 2. Leigh Letellier (KTM); 3. Steve Leivan (Yam); 4. Jared Green (Kaw); 5. John Roth (Yam).

AA EX: 1. Leigh Letellier (KTM); 2. Steve Leivan (Yam); 3. Jared Green (Kaw); 4. John Roth (Yam); 5. Chris Graber (Yam).

A INT: 1. Neal Raggett (Yam); 2. Rodney Oller (Yam); 2. Dave Wilfong (Yam); 3. Kevin O'Brien (Kaw); 4. John Yarnell (Hon).

125: 1. Jamie Wynn (Kaw); 2. Ricky Matteson (Yam); 3. Mike Stinson (Yam); 4. Sandy Gosnell (Yam); 5. Steve Gordon (Kaw).

200: 1. Jim Williams (Kaw); 2. Keith Kibort (Kaw); 3. Brian Selk (Kaw); 4. Ferd Leitzke (Kaw); 5. Keith Voss (Kaw).

250 B: 1. Ken Yount (Yam); 2. Jason Counts (Kaw); 3. Jamie Jennings (Yam); 4. Jeff Oberkfell (Kaw); 5. Kevin Boyle (Yam).

250 C: 1. Steven Kuhl (Yam); 2. Mike Windemann (KTM); 3. Tim Edwards (Hon); 4. Steve Harper (Kaw); 5. William Strawn (Suz).

OPEN: 1. Tim Gilliland (ATK); 2. Mike Kruger (KTM); 3. Ross Logan (Hon); 4. Bob Caplinger (ATK); 5. David Hayworth (Kaw).

4-STRK: 1. Ed LaChance (Kaw); 2. Chris Sloan (Hbg); 3. Paul Arnett (Hon); 4. Ryan Bruce (Hon); 5. Gary Pilant (Hon).

SR: 1. Mike Burkhart (Hon); 2. Al Hejlek (Kaw); 3. Billy Hall (Yam); 4. John Bane; 5. Steve Underwood (Yam).

S/SR: 1. Rick Whelove (KTM); 2. John Oller (Yam); 3. Larry Gilliland (ATK); 4. Terry Bromley (Yam); 5. Larry Hayes (ATK).

JR: 1. Justin Meyers (Hon); 2. Brock Busenbark (Yam); 3. Dustin Wisecup (Yam); 4. Mike Guffy (Yam); 5. Brad Owen (Yam).

VINT: 1. Brian Mills (Yam); 2. Ken Hulsey (Yam); 3. Jon Troxel; 4. Gayland Terry.

TRL RDR: 1. Danny Heberlie (Yam); 2. Jeff Bollinger (Yam); 3. Dan Bindner (Kaw); 4. Brian Dawes (Yam); 5. David Frie (Suz).

Dubin defies competition at Sunrise Motocross

By David A. Procida

ADELANTO, CA , MAR. 6

Jason Dubin's chances of winning the overall were slim after a first moto third, and dismal after a second in the later moto, but due to the misfortune of each of the moto winners, Dubin came out on the top of the heap, taking home the first-place trophy in the California Racing Club's 125cc Beginner class at Sunrise Valley Raceway.

Dennis Woodard timed the first-moto gate perfectly, grabbing the holeshot with Mike Gibson, Dubin and the entire pack behind him. With a clear track in front of him, Woodard began to open up a little daylight between himself and the pack as the fight for second heated up. Dubin picked up the pace a notch and closed on Woodard, only to clip his front tire against Woodard's swingarm. In a panic Dublin

grabbed too much brake and stalled his RM, allowing Randy Weber Jr. to move into second.

Woodard was beginning to tire but with the white flag out he again picked up the pace.

Weber was hot and closed on Woodard, then coming down the front straightway pulled alongside of the Suzuki pilot. With less than thirty yards to go, it became a drag race to the checkered. Weber let it all hang out to take the win in a photo finish. A disappointed Woodard took second, with Dubin, Mike Rowland and Gibson rounding out the top five positions.

A very determined Woodard nailed his second holeshot of the day to start moto two, pulling away to safe lead with Gibson about a half-dozen bike lengths back. Dubin had gated well and was running third, with Terry Terracciana and Weber in hot pursuit.

The action behind Woodard began to heat up as Weber doubled his way past Terracciana, but Weber made a fatal judgement error and went down hard coming off the step-down jump. He attempted to rejoin the race, but then called it a day.

Woodard, who had led from the opening lap, spun his bike in a slick, off-camber corner, allowing Gibson to slip by for the lead and the win. Dubin, meanwhile, took advantage of Woodard's mishap and charged into second under the white flag to secure the class win by virtue of a better second-moto score than Woodard. Third in the class went to Mike Gibson with a 1-5 score.

Results

50 B-1: 1. Brian Scott McInerney (Yam).
50 B-2: 1. Charles Messer (Yam); 2. Jared R. Tebo (Yam).
60 (9-11): 1. Kit Kunath (Kaw); 2. Blake Perdue (Kaw); 3. Gerard Patin (Kaw).
60 BEG: 1. Terminator Garcia (Hon).
80 (7-11): 1. Kevin Jennings; 2. Ben Stuelke.
80 (9-11): 1. Donnie Durrer (Yam).
80 (12-13): 1. Ito Posca (Yam); 2. Chris Honnold (Kaw); 3. Jason Webb (Suz).
80 (14-16): 1. Ryan Orr.
80 BEG: 1. Scott Pripton (Hon); 2. Brent Lancaster (Kaw); 3. Justin Weber (Kaw); 4. Bobby Cannon (Hon); 5. Miles Buck (Kaw).
125 BEG: 1. Jason Dubin (Suz); 2. Dennis Woodard (Suz); 3. Mike Gibson (Hon); 4. Mike Rowland (Kaw); 5. Tyler Buck (Suz).
125 NOV: 1. Kevin Tarwater (Kaw); 2. Shawn Dolmage (Kaw); 3. Bob Arens (Suz).
125 INT: 1. Mark Allen (Kaw); 2. Nick Mairose (Suz).
250 NOV: 1. Tim Laster (Yam); 2. Danny Woodard (Kaw); 3. Andy Payne (Kaw); 4. Brett Bennett (Yam).
250 INT: 1. Robbie Dunham (Yam).
250 PRO: 1. Brian Myerscough (Hon); 2. Tiger Garcia (Suz); 3. Peter B. Ware (Suz).
500 BEG: 1. William H. Weaver (Hon).
JR VET BEG: 1. Eddie Buteaux (Suz); 2. John Erickson (Hon); 3. Ray Butler (Suz).
JR VET NOV: 1. C.T. Watanabe (Hon); 3. Mike Licitra (Kaw); 4. Lee Saul (Cag).
JR VET INT: 1. Daniel Cleveland (Yam).
VET BEG: 1. Robert Seeds (Suz); 2. Bill Nash (Yam); 3. Ress Benson (Hon).
VET NOV: 1. Randy Anderson (Yam); 2. John Pindard (Hon); 3. Gary Hollon (Kaw).
VET INT: 1. Tip Webb (Suz); 2. James P. Coppedge (Yam); 3. Alex Spinelli (Yam); 4. Steve Schrobsdorf (Yam).
VET EX: 1. Leo Saul (Suz); 2. Mark Horton (Yam).
SR EX: 1. Ken Renaux; 2. Bob Dunham (Yam).
OTMX NOV: 1. Curtis Johnson (Kaw); 2. Neal Clark (Hon); 3. Frank Durby (Yam); 4. Bob Klatt (Kaw); 5. Bill Weltman (Hon).
OTMX AM: 1. Jack Subine (Hon); 2. Jim Hollon (Hon); 3. Sam English (Yam); 4. Charles Watanabe (Hon); 5. Bob Breach (Yam).
OTMX EX: 1. Richard Bealer (Yam); 2. Keith Phillips (Kaw); 3. Hal Grady (Hon); 4. Milton Roybal (Kaw); 5. Jose Rodriguez (Yam).
OTMX MSTR: 1. Tommy Pearl (Hon); 2. Gary; Willison (Kaw); 3. Jim Draves (Hon); 4. Mike Chesbro (Hon); 5. Mike Jervey (Yam).

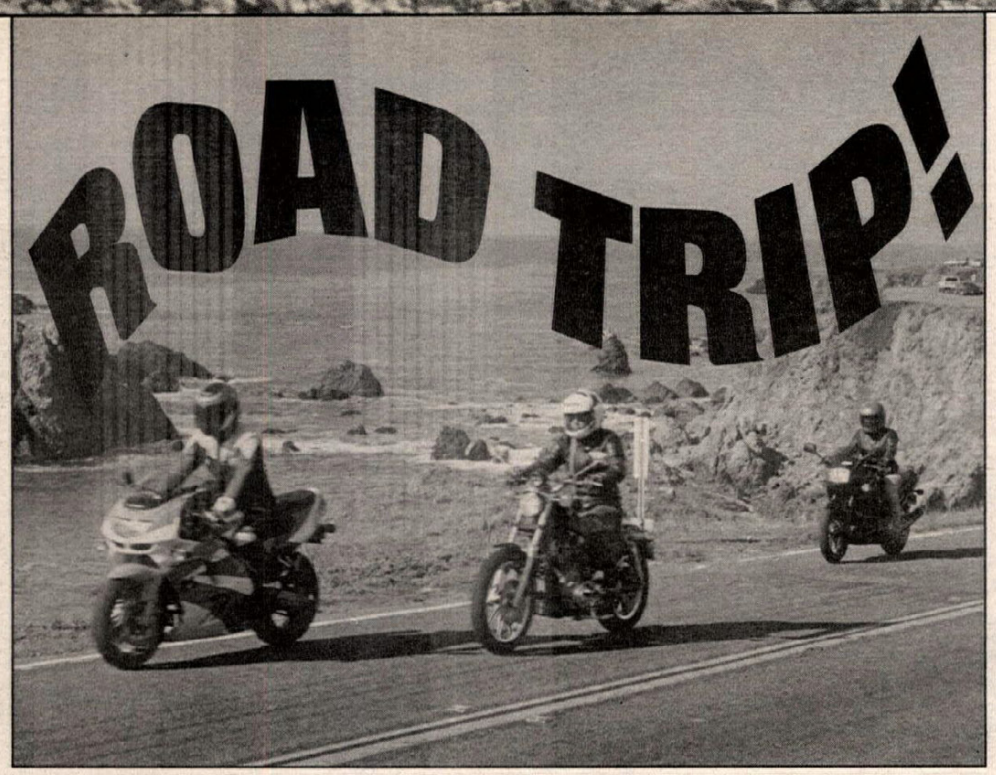
Evans explodes at Oatfield MX

By David Allen

TURLOCK, CA, MAR. 13

Tyler Evans bagged a win in the 80cc Novice class at the opening round of the GFI Spring MX Series at Oatfield Raceway, where over 250 riders came to try for the cash and prizes. In a bid to become an even faster rider, Evans, who usually competes in the 80cc Novice class, entered himself in the 125cc Novice class. When the gate dropped in the first moto, Evans found himself mired in back of the larger bikes. Showing the determination of a seasoned professional, Evans began fighting his way through traffic. By the end of the second lap Evans had pushed his 80cc mount into sixth position behind Clint Willis. When the leaders bobbled, Willis shot past while Evans squirted through into second place. Willis and Evans battled it out in the remaining laps, but in the end, Willis took the win.

The crowd was primed for a second-moto battle when the gate dropped. All 16 riders raced for the first turn with Evans in fifth palce behind Darin Pulsey and moto-one winner Willis. Willis then began his charge to the front with Pulsey and Evans remaining fourth and fifth, respectively. By the second lap, the top five riders were riding fender to fender. When the lead freight train entered the spectator turns, Pulsey and Evans dove to the inside and took over first and second place. Evans then started applying pressure to Pulsey. Evans showed a wheel at absolutely every opportunity. Evans



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was putting pressure on Pulsey, and Pulsey was beginning to get rattled. When Pulsey bobbled after the tabletop, Evans used that opportunity to muscle his 80cc motorcycle past Pulsey to take over first place. Evans then set about trying to run away from the other riders, keeping his mini pinned at every opportunity. Evans was unable to shake Pulsey, but hung on to take the moto-two and overall win. Pulsey took second, Willis third, and Raymond Blake was fourth overall.

Results

50 P/W: 1. Nathan Brock (Yam); 2. Justin Roberts (Yam); 3. Matthew Hogue (Yam); 4. Ryan Montgomery (Yam); 5. James Leon (Yam).

50 MOD BEG: 1. Jeffery Stark (Yam).

50 MOD NOV: 1. Shredder Navarro (Yam).

50 MOD EX: 1. Steven Hernandez (Yam).

60 (0-8): 1. Kellen Chadwick (Kaw); 2. Charlie Morrison (Kaw); 3. Michael Brock (Kaw); 4. Jack Van Camp (Kaw); 5. Steven Hernandez (Kaw).

60 (9-11): 1. Brian Burson (Kaw); 2. Tyson Davis (Kaw); 3. Matthew Montgomery (Kaw); 4. Justin Brock (Hon); 5. Darrin Morris (Kaw).

60 NOV: 1. Ryan Morais (Kaw); 2. Adam Casados (Kaw).

80 BEG: 1. Kurt Lang (Hon); 2. Brian Kent (Yam); 3. Kevin Bitner (Yam); 4. Dieter Timmerman (Suz); 5. Erik Grenzer (Yam).

80 NOV: 1. Richard Sazama (Suz); 2. Mike Hernandez (Yam); 3. Augie Rodriguez (Yam); 4. Peter Dutton (Yam); 5. Chris Dias (Kaw).

80 INT: 1. Robert Simpson (Kaw); 2. Tyler Evans (Hon); 3. Jesse Ketchum (Suz); 4. Aaron Cheselske (Suz); 5. Robert Blake (Kaw).

125 BEG: 1. Robert Gonsalves (Hon); 2. Nick Pappas (Kaw); 3. Zane Reif (Hon); 4. Gary Ginther (Hon); 5. Jassen Smith (Suz).

125 NOV: 1. Tyler Evans (Hon); 2. Darin Pulsey (Hon); 3. Clint Willis (Yam); 4. Raymond Blake (Yam); 5. Dennis Stapleton (Yam).

125 INT: 1. Carl Baker (Kaw); 2. Dennis Kritzer (Hon); 3. Jason Jenkins (Hon); 4. Brian Noe (Suz); 5. Saul Smoak (Hon);

125 PRO: 1. Rusty Holland (Suz); 2. Dan Paladino (Kaw); 3. Greg Allen (Kaw); 4. Jed Green (Suz);

250 BEG: 1. Nick Pappas (Hon); 2. Dennis Hyde (Yam); 3. Floyd Davis (Suz); 4. Robbie Templeton (Suz); 5. Joe King (Kaw);

250 NOV: 1. Clint Willis (Yam); 2. Josh Chisum (Kaw); 3. Doug Russell (Yam); 4. Chris Platero (Suz); 5. Johnny Souza (Hon).

250 PRO: 1. Dan Paladino (Kaw); 2. Brett Hamilton (Yam); 3. Dustin Bloomfield (Hon); 4. Jed Green (Hon).

OPEN NOV: 1. Thomas Hampton (Hus); 2. Paul Montgomery (Kaw).

OPEN INT: 1. Rick Hollenbeck (Kaw); 2. Blayne Hollenbeck (Hon); 3. Rick Mattos (Kaw).

25+ AM: 1. Skip Guinn (Kaw); 2. Brian Ferro (Suz); 3. Keith Harvic (Suz); 4. Don Mendenhall (Suz); 5. Carlos Vaca (Suz).

25+ MSTR: 1. Jack Azavedo (Suz).

30+ AM: 1. Don Benson (Hon); 2. Duane Polsley (Kaw); 3. Chris Cockrum (Hon); 4. David Allen (Suz); 5. Jody Patterson (Hon).

30+ MSTR: 1. David Montgomery (Yam).

30+ PRO: 1. Jon Nelson (Hon); 2. Mike Johnson (Suz); 3. Craig Christian (Yam); 4. Mickey O'Shaughnessy (Hon); 5. Gary Fargo (Suz).

35+ AM: 1. Terry Huffer (Kaw); 2. John Yates (KTM); 3. Dave Harrell (KTM); 4. Richard Schilling (Hon); 5. Thom Yuill (Hon).

35+ MSTR: 1. Stan Lundquist (Hon).

40+ AM: 1. Leroy Smith (Suz); 2. Jon Bohner (Hon); 3. Mynon Wicson (Kaw).

40+ MSTR: 1. Dirk Timmerman (Kaw); 2. Jon Doe (Suz); 3. Richard Schilling (Hon); 4. Tim Colvert (Kaw); 5. Thom Yuill (Hon).

OTHG BEG: 1. Wayne Matheny (Suz); 2. Rick Jewell (Yam); 3. John Daugherty (Kaw); 4. Kevin Abernathy (Hon); 5. Barry Olson (Suz).

OTHG NOV: 1. Matt Rodgers (Hon); 2. Paul Montgomery (Kaw); 3. Ronald Hayes (Kaw); 4. Dave Mathers (KTM).

OTHG INT: 1. Dave Harreld (Suz); 2. John Yates (KTM); 3. Doug Barham (KTM); 4. Chris Cockrum (Hon).

OTHG EX: 1. David Montgomery (Yam); 2. Steve Lawerence (Hon); 3. Jeff Rapetti (Suz); 4. Terry Huffer (Kaw).

Moural doubles at Cycleland Eurocross

By Rex Harris

CHICO, CA, MAR.13

Lowell Moural Jr. rode his Accents Autobody/Fox Racing-sponsored Honda to a convincing win in 250cc racing action at round three of Cycleland's Eurocross Series.

Heat race winners Moural, Shad Echelberger and Mark Cooper joined the rest of the 15-rider field on the line for the main event. At the drop of the gate it was Moural jumping to the early lead, hotly pursued by Echelberger, Gary Walker., Tom Jones and Cooper. By the end of lap one Jones had shot by Walker, and Dale Cox moved around Cooper for fifth. By lap three, Cooper and Richard Morgan both made it around Walker and set their sights on Cox. Meanwhile up front, Moural had found a pair of rollers on the long uphill portion of the track and began turning them into a 95-foot double. The crowd-pleasing launch quickly put a lot of ground between Moural and Echelberger, who had, in turn, distanced himself from Jones. That top-three order would remain to the finish with Morgan and Cox, who had finally worked past Cooper, rounding out the top five.

In 80cc action, heat race winners Bobby Pauling and Kyle Garner led the 15-rider field off the line, but as they rounded the first corner it was Suzuki-mounted Garner grabbing the holeshot followed by Nicolette Harris, Evan Laughridge and Dustin Howarth. By the end of the first lap, Harris had moved past Garner and put her Chico Motorsports/Yoko/IRC-backed Yamaha into the lead, while Howarth had managed to get around Laughridge for third. By the halfway point, Harris and Garner had opened up quite a bit of ground on the rest of the field, with never more than a few feet separating the two. Suddenly, in one of the slower corners, Harris came in too hot, went wide, and Garner shot through to the lead. Meanwhile the battle for third was heating up with Laughridge pushing his Jessee Machine-backed Yamaha past Howarth while Pauling ran a distant fifth. Once up front, Garner extended his lead to the finish and the final order saw him take his first win of the series followed by Harris, Laughridge, Howarth and Pauling.

Results

P/W: 1. Brandon Powell (Yam); 2. Darren Nye (Yam); 3. Kyle Corchero (Yam); 4. Tyler Purcell (Yam); 5. B.J. Powell (Yam).

60 (0-8):1. Eric Nye (Kaw); 2. Brandon Corchero (Hon); 3. Brandon Boyd (Kaw); 4. Andy Morgan (Kaw); 5. Adam Smithee (Yam).

60 (9-12): 1. Daniel Fowler (Kaw); 2. Brent Triplett (Hon); 3. Darren Benson(Kaw); 4. Sara Garner (Kaw); 5. Chris Barnes (Kaw).

80: 1. Kyle Garner (Kaw); 2. Nicolette Harris (Yam); 3. Evan Laughridge (Yam); 4. Dustin Howarth (Yam); 5. Bobby Pauling (Suz).

125 BEG: 1. Mike Morgan (Yam); 2. D.J. Chartier (Yam); 3. Richard Felix (Yam); 4. Kent Riley (Kaw); 5. Aaron Harris (Kaw).

125 JR: 1. Zack Schwatka (Hon); 2. Darren Delorme (Hon).

250 BEG: 1. Gary Walker (Yam); 2. Joey Hubbard (Yam); 3. Jim Zigan (Yam).

250 JR: 1. Tom Jones (Suz); 2. Richard Morgan (Suz); 3. Mark Cooper (Hon); 4. Matt Talbot (Cag).

VET JR: 1. Dale Cox (Suz); 2. Sam Deluca (Yam); 3. Lance Sellers (KTM).

125 PRO: 1. Lowell Moural Jr. (Hon); 2. Tyce Jackson (Hon); 3. Ian Radich (Suz); 4. Danny Rutherford (Hon).

250 PRO: 1. Lowell Moural Jr. (Hon); 2. Shad Echelberger (Yam).

Summey slams Ultra Series Motocross opener

By Barbara Williams and Jamie Harkrader

CHESTERFIELD, SC, MAR. 6

Kawasaki-mounted Joshua Summey terrorized the Mini ranks and opened his Ultra Series MX season with a near sweep of three classes at the Sandhills MX facility.

Summey headed the 60cc over a dozen riders including Winter Series Champion Derreck Bell, Daniel Rhodes, Brandon Langdon and Michael Willis. In the 10-rider Junior Mini field, Summey again bested Bell as well as Jonathan Rhodes and Bryan Weatherly.

Only in the Super Mini class was Summey thwarted. The competition in both motos was intense, with only three riders finishing in the same position in both motos. The order was so jumbled that John Lytton was able to win the class with 1-4 finishes. Summey was second with a 5-1, and Eric Barnes' 4-2 was good enough for third place overall.

Brian Lane ruled the Schoolboy class, and traded 125cc C moto wins with Chris Bohner. Lane came out ahead in the 30-rider 125cc C field by by virtue of his better finish in the all-important second moto.

Lane also shared moto wins with Scott Linkous in the 20-rider 250cc C class, but Linkous emerged victorious this time with his 1-2 score, which beat out Lane's 4-1 for the overall. Mike Andrews dominated the 125 and 250cc A classes, as well as the 25+ class, coming away with over $500.

Results

50: 1. Joshua Jordan (Yam); 2. Binny Orrell III (Yam); 3. Pat Cooper (Yam); 4. Zack Mitchell (Yam).

60: 1. Joshua Summey (Kaw); 2. Derreck Bell (Kaw); 3. Daniel Rhodes (Kaw); 4. Michael Willis (Kaw); 5. Brandon Langdon (Kaw).

85 (7-11): 1. Joshua Summey (Kaw); 2. Jonathan Rhodes (Hon); 3. Bryan Weatherly (Kaw); 4. Derreck Bell (Kaw); 5. Nicholas Roberts (Suz).

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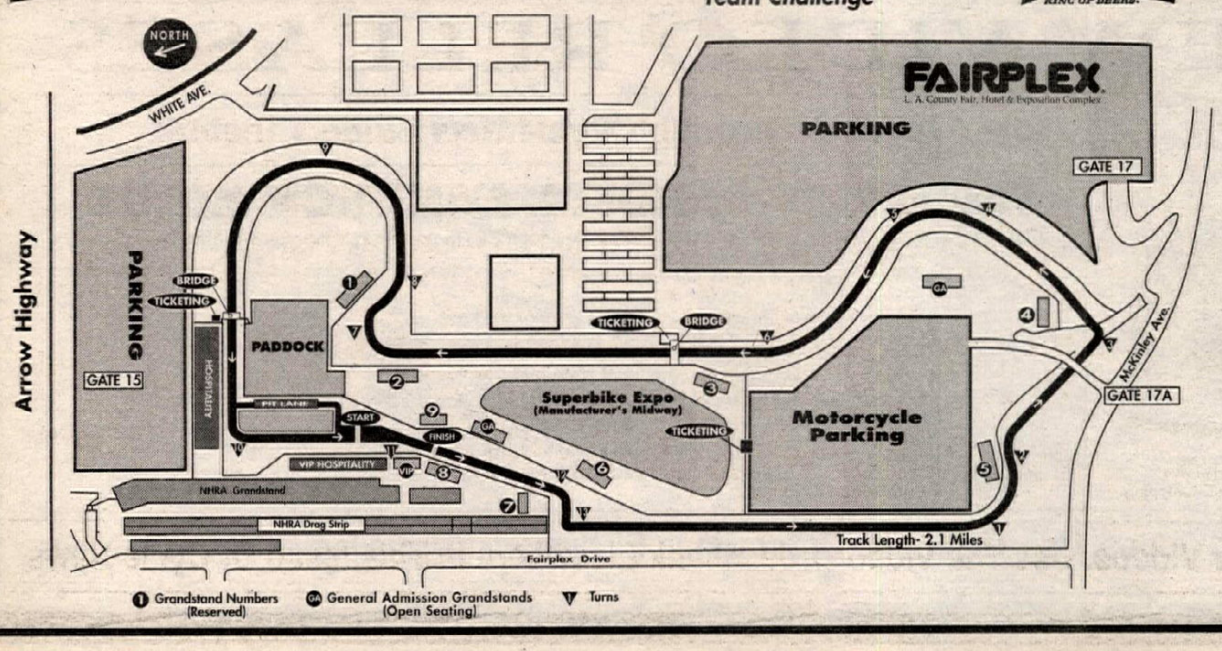

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85 (12-15): 1. Marcus Hedrick (Suz); 2. Eric Barnes (Suz); 3. Jered Black (Suz); 4. John Lytton (Suz); 5. James Garrett Jr. (Kaw).

S/MINI: 1. John Lytton (Suz); 2. Joshua Summey (Kaw); 3. Eric Barnes (Suz); 4. Jered Black (Suz); 5. James Garrett Jr. (Kaw).

SCHBY: 1. Brian Lane (Kaw); 2. Chris Anstead (Yam); 3. Marcus Headrick (Suz); 4. Zack Yonce (Suz); 5. Brad Edwards (Kaw).

125 A: 1. Mike Andrews (Suz); 2. Chad Newton (Suz); 3. Shane Templeton (Suz); 4. Mike Nutter (Yam); 5. Sean Skutnik (Suz).

125 B: 1. Larry Andrews (Suz); 2. Tilden Styron (Suz); 3. Bryan Ward (Hon); 4. Tracey Barnette (Hon); 5. Robbie Flynt.

125 C: 1. Brian Lane (Kaw); 2. Chris Bohner (Kaw); 3. Myles Scarano (Suz); 4. Caven Woodruff (Kaw); 5. Brad Edwards (Kaw).

250 A: 1. Mike Andrews (Suz); 2. Richard Ibison (Suz); 3. Mike Nutter (Yam); 4. Shane Templeton (Suz); 5. Gaylon Dickson Jr. (Yam).

250 B: 1. Tilden Styron (Suz); 2. Stacey Barnette (Hon); 3. Ned Blackwelder (Suz); 4. Jay Hayes (Hon); 5. Michael Church (Hon).

250 C: 1. Scott Linkous (Suz); 2. Brian Lane (Kaw); 3. Caven Woodruff; 4. Mark Tinnin (Hon); 5. Todd Ritchie (Kaw).

25+: 1. Mike Andrews (Suz); 2. Gaylon Dickson Jr. (Yam); 3. Joe Norder (Yam); 4. Christian Wagner (Kaw); 5. Scott Shipley (Suz).

30+: 1. Scott Shipley (Suz); 2. Joe Norder (Yam); 3. Gregory Lykens (Yam); 4. Steve Lewis (Yam); 5. Rick Wright (Hon).

35+: 1. Steve Lewis (Yam); 2. Johnny Borders (Kaw); 3. Darrell Bell (Hon); 4. Thomas Perkins (Hon); 5. William Bryant (Yam).

U/L AM: 1. Tilden Styron (Suz); 2. Wesley Garmon (Kaw); 3. Ned Blackwelder (Suz); 4. Jacob Dombrosky (Suz); 5. Beecher Simmons (Hon).

TRL RDR: 1. Steve Wichnoski (Kaw); 2. Steve Tolbert (Hon); 3. Robert Cates (Hon); 4. Bryce Bernard (Hon); 5. Anthony Nerdugo (Kaw).

Fesler doubles up at Reddick Motocross

By Kyle Myers

REDDICK, FL, MAR. 13

John Fesler was the top rider in two classes during round three of the Florida Motocross Club Series at Motocross of Marion County where over 210 riders from seven states and Canada competed on the clay, supercross-style course.

As the first 16-24 moto began, Gary Allred jumped out to the early lead over Mack Perry, Fesler, Jeff Neilander and Travis Willis. Fesler quickly displaced Allred a few turns later, and Derrick Januszyk passed Willis to take over the fifth position, while Fesler built up his lead. Perry hounded Allred for half the moto but couldn't find a way to pass. Fesler took the first-moto win over Allred, Perry, Neilander and Januszyk.

In the second moto, Januszyk powered to the front of the field as Willis, Fesler, Neilander and Brett Sanzer followed. As the pack came by the finish-line plateau, Fesler motored by Willis and Januszyk to take the point position. Willis and Sanzer were also passed by the high-flying Perry and Lino Zecca. Januszyk, Neilander and Perry battled for the second spot, but Perry slid out as Neilander jumped by Januszyk. Fesler rode his Honda/Suzuki/Kawasaki of Ocala/Perforance Engineering/MSR/Pirelli/Scott/Sidewinder-backed RM to an easy win and overall while Neilander, Januszyk, Ronnie Renner and Billy Wood rounded out the top five.

Fesler later returned to do battle in the 125cc A class, leading the first moto from wire to wire while Zecca and Jon Rightmire gave chase. Zecca held off Rightmire for half the moto until fatigue set in. Rightmire finished second and Zecca third.

The second moto again saw Fesler with the early lead over Zecca and Rightmire. Rightmire passed Zecca three laps into the moto, but Zecca made a last-lap move on Rightmire to take second for the moto and overall. Fesler posted another perfect moto win to take the top money of the day. CN

Results

P/W: 1. James Stewert (Yam); 2. Jason Wood (Yam); 3. Randy Charron (Yam); 4. Kyle Orr (Yam); 5. Robert Holstein (Yam).

65: 1. James Stewert (Kaw); 2. Troy Adams (Kaw); 3. Chaz Northey (Kaw); 4. Jason Bell (Kaw).

85 (7-11): 1. Jason Bell (Yam); 2. Chaz Northey (Kaw); 3. Troy Adams (Yam); 4. Parker Kirton (Kaw); 5. Mitch Holstein (Kaw).

85 (12-13): 1. Clint Shealy (Kaw); 2. Andrei Boloni (Suz); 3. Tim Bantle (Kaw); 4. Jesse Adams (Yam); 5. Paul Rilely (Suz).

85 (14-15): 1. Jason Thomas (Kaw); 2. Louis Lively (Yam); 3. Ray Hansen (Kaw).

S/MINI: 1. Jason Thomas (Kaw); 2. Clint Shealy (Kaw); 3. Jesse Ballard (Suz); 4. Andrei Boloni (Suz); 5. Tim Bantle (Kaw).

16-24: 1. John Fesler (Suz); 2. Jeff Neilander (Hon); 3. Derrick Januszyk (Hon); 4. Billy Wood (Suz); 5. Gary Allred (Suz).

125 A: 1. John Fesler (Suz); 2. Lino Zecca (Suz); 3. Jon Rightmire (Suz).

125 B: 1. Rod Furnell (Kaw); 2. David Wincott (Suz); 3. Scott Treidel (Hon); 4. Billy Wood (Suz); 5. Darren McElhatten (Suz).

125 C: 1. James Joiner (Hon); 2. Clint Frank (Hon); 3. Ronnie Renner (Yam); 4. Robert Armstrong (Suz); 5. Chad Pfister (Hon).

125/250 BEG: 1. Kevin Cox (Hon); 2. Shelby Bellflower (Hon); 3. Jim Nance (Hon); 4. Armando Rivera (Kaw); 5. Jerry Deming (Kaw).

250 A: 1. Jon Rightmire (Suz); 2. Gary Allred (Hon).

250 B: 1. Jeff Neilander (Hon); 2. Steve Dumond (Suz); 3. Danny Salzer (Suz); 4. Corey Dolinar (Hon); 5. Jason Baran (Suz).

250 C: 1. Derrick Januszyk (Hon); 2. Greg Boyle (Hon); 3. Walt Winchester (Yam); 4. Byron Stilwell (Suz); 5. Mike Reisly (Yam).

25+: 1. Steve Dumond (Suz); 2. Tom Dixon (Hon); 3. Steve Dye (Kaw); 4. Tim Eggers (Suz); 5. Scott Miller (Hon);

30+: 1. Scott Miller (Hon); 2. Keith Waddell (Hon); 3. Steve Dixon (Yam); 4. Tim Eggers (Suz); 5. Gary Emerson (Suz).

35+: 1. Keith Waddell (Hon); 2. Steve Dixon (Yam); 3. Woody Strickland (Yam); 4. 4. Robert Armstrong (Yam); 5. John Winfrey (Hon).

40+: 1. Woody Strickland (Yam); 2. Randy Kelley (Kaw); 3. Ike DeJager (Hon); 4. Tom Fogg (Kaw); 5. Robert Daniels (Suz).

OPEN NOV: 1. Keith Waddell (Hon); 2. Richard Leonard (Hon).

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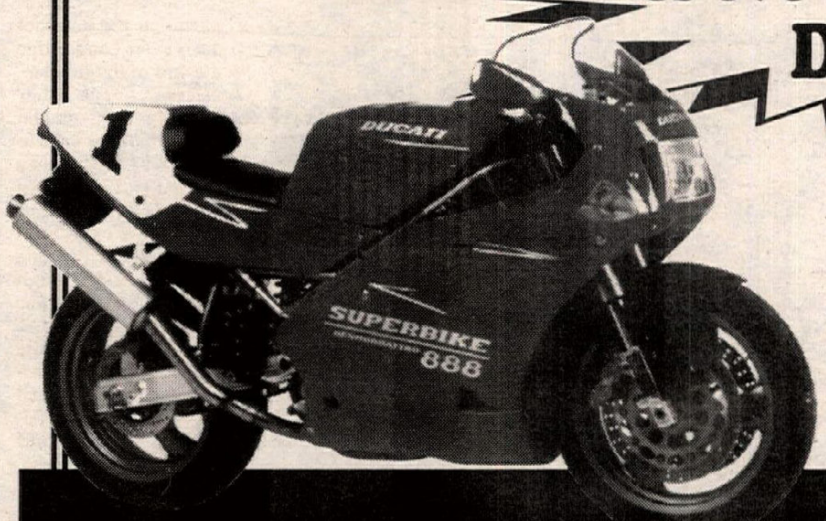

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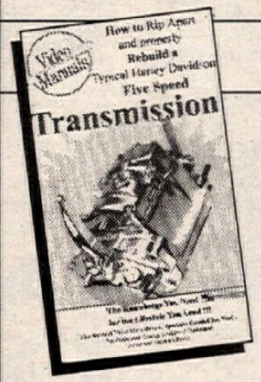

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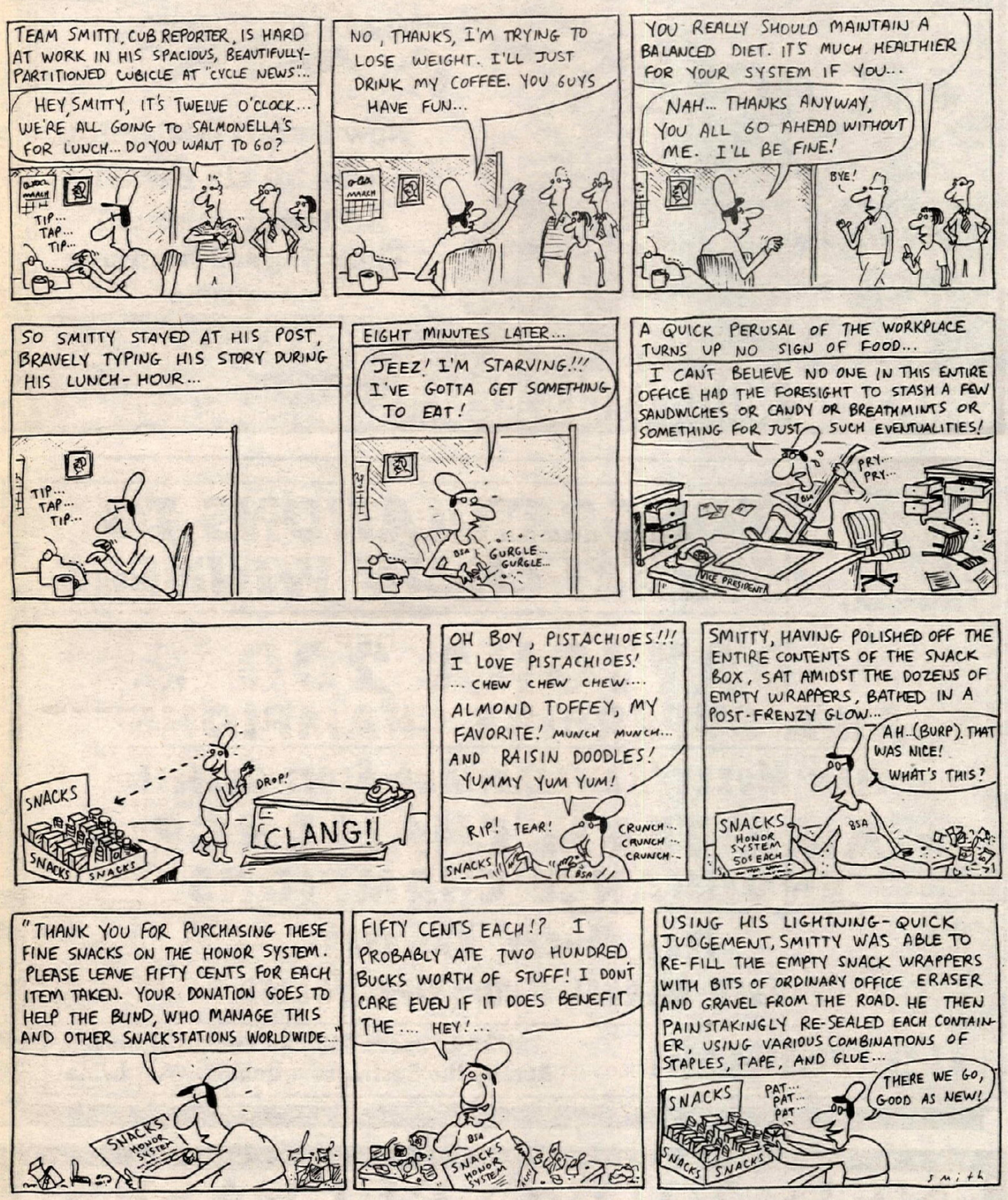

RESULTS

Ice Race
Rainbow Falls Park, CO
Feb. 13
By Steve McNitt

SPEEDWAY
Scott Ormiston
Pat Litt
Ken Pieper
Rob Ball
MINI A
Phillip Ranum
Scott Waltz
Dustin Goodwin
Dustin Miler
VINT 4-STRK
Tracy Zenth
Jeff Silvis
Dave Hetteman
WMN STD
Sandy Ross
Jann Nesshoefer
Annie Brokaw
VINT 2-STRK
Rip Rayger
Steve Hutchcraft
Sonny Anderson
Jim Sinclair
250 PRO STD
Clint Cannon
Joe Janecky
40+ BARE
Mike Buchholtz
Bill Brokaw
Dave Hersperger
40+ STD
Ken Ross
Corky Blair
Gerald Boren
R.E. Bradley
Bob Podoll
200 BARE
Robert Haney
Ted Armet
225 STD
Kelly Wright
Greg Adams
300 BARE
Mike Buchholtz
Dave Hersperger
Thomas Flint
300+ BARE
Ted Arment
Bill Brokaw
Craig Nesshoefer
300 STD
Chuck Hopper
Vincent King
Kevin O'Leary
Mickey Blythe
300+ PRO STD
Brian Anderson
Scott Ross
Paul Zinke
300+ STD
Gerald Boren
Tracy Zenth
Wayne Sturm
Jack Jensen
Mark Billen

Cross Country
AMA District 36
1993 Final Standings
Clements, CA
Feb. 1

SPTSMN A
Eric Mashbir
Pat Garrahan
Cole Marshall
Josh Chandler
John King
VET A
John Mason
John Damele
Bob Rice
Curt Kiser
Andy Borth
SR A
Bruce Rust
Eddie Egyed Sr.
Danny Bawdon
Pete Francini
Gary Vanderpool
S/SR A
Edd Haymond
Al Garrahan
Fred Sumrall
Douglas McCaleb
Cloyse Holland Sr.
WMN A
Debbie Kane
SPTSMN B
Chris Coulter
Cris Rogers
Alan Kludjian
Brian Garrahan
John Trabucco
VET B
Dana Reed
David Mozingo
Robin Rightmire
Stephen Newell
SR B
David Pickett
Steve Cameron
S/SR B
Bob Collins
Steve Doll
WMN B
Darlene Colebank
SPTSMN C
Rodney Goehring
Robert Hopkins
Scott Ferris
Walter Schwarz
Steve Haymond
VET C
Randy Jennings
David Wright
Mark Audiffred
Ron Alen
Paul Smith
SR C
Thomas Tumbleson
Rodger Mercer
Brent Poplawski
S/SR C
Robert Manna
WMN C
Wendy Ward

Mud & Snow Scramble
Square Deal Riders M/C Club Grounds
Belden, NY
Jan. 30

0-100 MINI	
Ian Baldwin	Hon
Dereck Fairchild	Suz
101-200	
Marco Morello	Hon
201-250	
Don Beebee	Hon
Mike Green	Kaw
Aaron Osborn	Suz
251-OPEN	
Gary Lockwood	ATK
SR A	
James Spencer	Yam
Jerome Cerio	Hon
SR B	
Gary Lockwood	ATK
Kelvin Herrala	Hon
William Errun	Hon
Richard Holbert	Suz
S/SR	
Joe Arcesi	Hon
Bill Teliska	Yam
NOV	
Mike Casale	Yam
John Scillinger	Kaw
Kevin Brown	Kaw
Michael Anderjack	Kaw
INT EX	
Jay Mitrowitz	KTM
Mark Holt	Kaw
EX	
Scott Phelps	Yam
Craig Estelle	KTM
John McMahon	Hon

Enduro
AMA District 36
1993 Final Standings
Clements, CA
Feb. 1

SPTSMN A
Josh Chandler
Jon King
Dave Wood
Matt Wallace
Jason Edie
VET A
Dave Froman
Steve Joyce
Bob Stene
Wayne Hatch
Marty Walden
SR A
Bruce Rust
Rick Beckstrom
Peter Prichard
Dale Greenhalgh
Don Matheson
S/SR A
Rick Guidice
David King
Karl Ryser
Dwayne Holman
Frank Showers
WMN A
Kathy Tuma
SPTSMN B
Kevin Yarnell
Jeff Geiskopf
Craig Wesner
Nick Steele
Chris Von Kleist
VET B
Brad Kohler
Davis Smith
Steve Rowen
David Dellavechia
Paul Smith
SR B
David Bowen
Clyde Lawler
Joe Floyd
S/SR B
Harold Sitton
Cecil Holman
SPTSMN C
Cliff Gormley
Kirk Young
David Peel
Gerald Kasperson
Ron Smith
VET C
Dave Tripp
Mark Harvey
Ed Seitz
Guy Dellavechia
Chris Gilbert

SR C
Gary Reust
Ted Brenna
Guy Wilson
S/SR C
Bob Adams
Don Ask
Pete Wilson

Motocross AMA District 36 1993 Final Standings Clements, CA Feb. 1

SPTSMN A
Stan Finney
VET A
Curt Wilcox
SR A
Al Posey
S/SR A
Edd Haymond

Short Track AMA District 36 1993 Final Standings Clements, CA Feb. 1

SPTSMN A
Robert Damron
Mark Key
Bryan McDowell
Daniel McDonnell
Billy Martin
VET A
Eric Weisler
Robert Grant
Bob Meiring
VINT
Robert Damron
John Proto
Lynn George
MINI
Toby Jorgensen
Andy Hansen
Tyson Silva
Jesse Dawsen
Tony Souza
P/W
Daniel Jenkins Jr.
Nick Moore
PRO-AM
Justin Ownbey
Allan McClellan
Michelle DiSalvo

Rough Scrambles AMA District 36 1993 Final Standings Clements, CA Feb. 1

SPTSMN A
Monty Ownbey
Don Clark
Ben Bostrom
Mike O'Shaughnessy
John King
VET
Don Clark
Dale Hansen
Ted Thompson
MINI
Toby Jorgensen
Tyson Silva
K.C. Rigmaiden

Road Race WERA Talladega Gran Prix Raceway Talladega, AL Feb. 28

H/W EX
Patrick Ludwig Yam
John Branch III Suz
Daniel Lowery Jr. Suz
Dirk Rimrott Suz
Jason Soignier Suz
M/W EX
Grant Lopez Hon
Reuben Frankenfield Hon
Rusty Williams Hon
Michael Dee Hamilton Hon
Alan Abercrombie Hon
M/W NOV
Richard Knight Hon
Allen Brantley Hon
Mark Reed Kaw
David DeRonne Yam
Andrew Tomlinson Yam
A PROD NOV
Brian Jones Suz
Richard Knight Hon
Jeff Kramer Hon
Mike Ruditys Suz
Shannon Silva Suz
A S/STK EX
Grant Lopez Hon
Patrick Ludwig Yam
Michael Dee Hamilton Hon
Bryan Baire Yam
Mike Pogreba Kaw
F-2 NOV
David DeRonne Yam
Joe Hernandez Yam
Paul David Conner Yam
Todd Gibbs Suz
Chris Reynolds Yam
F-2 EX
Drew Lincoln Yam
Walter Stovall Yam
John Thomas Yam
Kevin Moore Yam
Paul Ludwigsen Duc
B S/BK NOV
William Lee Moffett II Kaw
Jim Dickenson Suz
Scotty Williams Yam
Brian Jones Suz
Rob Wilson Suz
B S/BK EX
Patrick Ludwig Yam
John Branch III Suz
Rusty Williams Hon
Daniel Lowry Jr. Suz
Bryan Baire Yam
U/L TW NOV
Gabriel Craigmile Hon
Eric Hornquist Suz
John Berry II Hon
Wade Buffington Suz
William Moon Hon
U/L TW EX
William Lumsden Duc
Eric Ludwigsen Duc
Daniel Ludwigsen Kaw
Hugh Wade Yam
C S/BK NOV
Jeff Kramer Hon
Allen Brantley Yam
Norman Hammond Hon
Brian Lee Dalke Hon
Scotty Williams Yam
C S/BK EX
Michael Dee Hamilton Hon
Rusty Williams Hon
Alan Abercrombie Hon
Robert Snow Hon
Mark Henry Suz
F-3
David Williams Yam
D PROD NOV
John Burgard Jr. Yam
Frankie Barrett Yam
Chad Davis Yam
Brian Harvey Suz
Brent Moore Yam
B PROD NOV
Richard Knight Hon
Brian Jones Suz
Jim Delozier Hon
Shannon Silva Suz
Joshua Kurt Hayes Hon
B S/STK EX
Grant Lopez Hon
Patrick Ludwig Yam
Billy Eisenacher Yam
Daniel Lowry Jr. Suz
John Branch III Suz
F-CLBMN EX
Hugh Wade Yam
F-CLBMN NOV
Eric Hornquist Suz
Brian Harvey Suz
Wade Buffington Suz
K. Alan Dilworth Suz
Mark Allen Hurt Kaw
F-1 NOV
William Lee Moffett II Kaw
Brian Jones Suz
Shannon Silva Suz
David DeRonne Yam
Jim Dickenson Suz
F-1 EX
John Branch III Suz
Scott Martin Hon
Mike Pogreba Kaw
Lou Andrews Suz
John Morris Suz
D S/BK NOV
Jeff Noltkamper Yam
Paul David Conner Yam
Chad Davis Yam
Steven Green Yam
Ronald Fairley Hon
D S/BK EX
Walter Stovall Yam
John Thomas Yam
Eric Ludwigsen Duc
Kevin Moore Yam
Daniel Ludwigsen Kaw
C PROD NOV
Jeff Kramer Hon
Richard Knight Hon
Steven Green Hon
Joshua Kurt Hayes Hon
Jim Delozier Hon
C S/STK EX
Grant Lopez Hon
Reuben Frankenfield Hon
Michael Dee Hamilton Hon
Robert Snow Hon
Shane Clark Hon
C S/BK NOV
Jeff Kramer Hon
Allen Brantley Yam
Rob Wilson Hon
Norman Hammond Hon
Brian Lee Dalke Hon

Send results of races ASAP after the event to : Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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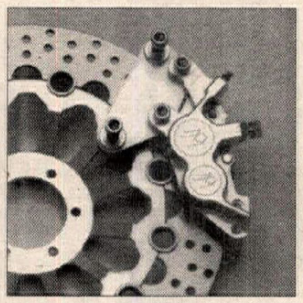

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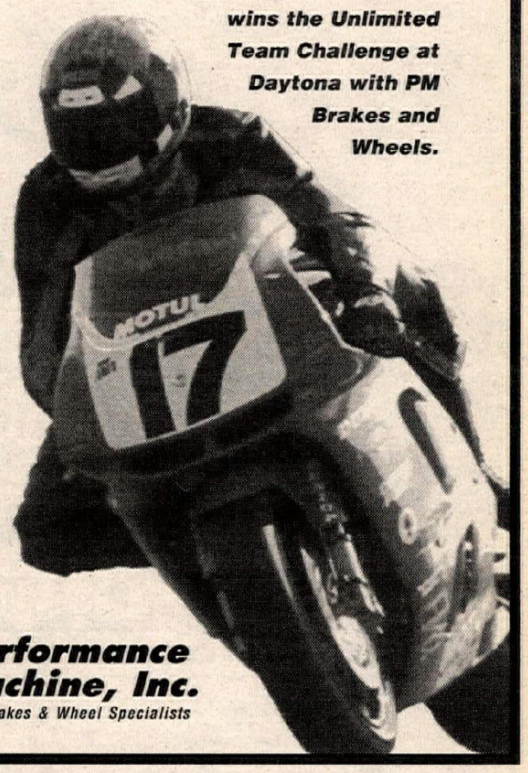

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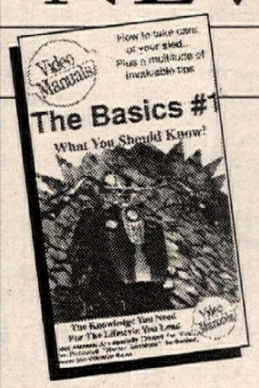

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60 JR. CYCLE STK. 9-11
60 JR. CYCLE MOD. 6-11
80 MINICYCLE STK. Thru 11
80 MINICYCLE MOD. Thru 11
80 MINICYCLE STK.BEG. 12-16
80 MINICYCLE STK. 12-13
80 MINICYCLE MOD. 12-13
80 MINICYCLE STK. 14-16
80 MINICYCLE MOD. 14-16
SUPER MINI MOD. Thru 16
125 OPEN Thru 16 NON-PRO
*Note New Pee Wee Stock Class Age Groups.

125 STK. BEGINNER
125 MOD. BEGINNER
125 STK. NOVICE
125 MOD. NOVICE
125 STK. INTER.
125 MOD. INTER.
125 STK. PRO
125 MOD. PRO
250 STK. NOVICE
250 MOD. NOVICE
250 STK. INTER.
250 MOD. INTER.
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Friday (4-8) from 6:30 a.m. until 8:00 a.m.
Gates Open Thursday 12:00 Noon

Want to go racing!? Check the Cycle News calendar section.

GUY COOPER
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World Championship Road Race Series
3/27 Eastern Creek, Australia, Rnd 1
4/10 Shah Alam, Malaysia, Rnd 2
4/24 Suzuka City, Japan, Rnd 3
5/8 Jerez, Spain, Rnd 4
5/22 Salzburgring, Austria, Rnd 5
6/12 Hockenheim, Germany, Rnd 6
6/25 Assen, Holland, Rnd 7
7/3 Mugello, Italy, Rnd 8
7/17 Le Mans, France, Rnd 9
7/24 Donington Park, Eng., Rnd 10
8/21 Brno, Czechoslovakia, Rnd 11
9/11 Monterey, California, Rnd 12
9/25 Buenos Aires, Arg., Rnd 13
10/9 Catalunya, Spain, Rnd 14

World Championship Superbike Road Race Series
5/1 Donington Park, Eng., Rnd 1
5/8 Hockenheim, Germany, Rnd 2
5/29 Misano, Italy, Rnd 3
6/12 Estoril, Portugal, Rnd 4
6/19 Albacete, Spain, Rnd 5
7/17 Osterreichring, Austria, Rnd 6
8/21 Sentul, Indonesia, Rnd 7
8/28 Sugo, Japan, Rnd 8
9/11 Assen, Holland, Rnd 9
9/25 Mugello, Italy, Rnd 10
10/2 Jerez, Spain, Rnd 11
10/30 Phillip Island, Australia, Rnd 12
11/6 Buenos Aires, Arg., Rnd 13

World C'ship 125cc MX Series
3/27 Bra, Italy, Rnd 1
4/10 Chaulieu, France, Rnd 2
4/24 Guaruja, Brazil, Rnd 3
5/1 Vila Santa Cruz, Arg., Rnd 4
5/15 Bellpuig, Spain, Rnd 5
6/5 Hagabanene, Sweden, Rnd 6
6/19 Kaposvar, Hungary, Rnd 7
7/3 Manjimup, Australia, Rnd 8
7/17 Borgo Mag, San Marino, Rnd 9
7/31 Goldbach, Germany, Rnd 10
8/7 Foxhill, England, Rnd 11
8/28 Borgloon, Belgium, Rnd 12

World C'ship 250cc MX Series
3/27 Valkenswaard, Holland, Rnd 2
4/24 Montevarzhi, Italy, Rnd 3
5/1 Schwanenstadt, Austria, Rnd 4
5/8 Ernee, France, Rnd 5
5/15 Gdynia, Poland, Rnd 6
6/12 Lommel, Belgium, Rnd 7
6/19 Foxhill, England, Rnd 8
6/26 Holice, Czechoslovakia, Rnd 9
7/10 Uddevalla, Sweden, Rnd 10
7/17 Heinola, Finland, Rnd 11
7/31 Budds Creek, U.S., Rnd 12
8/7 Maracay, Venezuela, Rnd 13
8/21 Suzuka City, Japan, Rnd 14
9/4 Gaildorf, Germany, Rnd 15

World C'ship 500cc MX Series
4/10 Payerne, Switzerland, Rnd 1
4/24 Sittendorf, Austria, Rnd 2
5/7 Killinchy, Ireland, Rnd 3
5/15 Hawkstone Park, Eng., Rnd 4
5/29 Arco di Trento, Italy, Rnd 5
6/5 Sverepec, Slovenia, Rnd 6
6/19 Mill, Holland, Rnd 7
6/26 Blangies, France, Rnd 8
7/3 Arganil, Portugal, Rnd 9
7/17 Folkendange, Lxmbrg., Rnd 10
8/7 Namur, Belgium, Rnd 11
8/21 Hertzgerlingen, Germ., Rnd 12

World Championship Supercross Series
10/5-6 Barcelona, Spain, Rnd 1
10/12-13 Paris, France, Rnd 2
10/26-27 Tokyo, Japan, Rnd 3
12/2-3 Geneva, Switzerland, Rnd 4

World C'ship Enduro Series
4/17 Tortosa, Spain, Rnd 1
5/15 Servieres le Chateau, Fra., Rnd 2
5/22 Bergamo, Italy, Rnd 3
6/12 Uppsala, Sweden, Rnd 4
6/19 Jamsa, Finland, Rnd 5
7/24 Kaposvar, Hungary, Rnd 6

World C'ship Trials Series
4/17 Kilbroney, Ireland, Rnd 1
4/24 Hoghton Towers, Eng., Rnd 2
5/15 Bilstain, Belgium, Rnd 3
5/22 Osnabruck, Germany, Rnd 4
6/5 Nepomuk, Czech Rep., Rnd 5
6/12 Breal S. Montfort, Fra., Rnd 6
6/26 Donner Pass, CA, U.S., Rnd 7
7/10 Viella, Spain, Rnd 8
7/17 Caredine, Italy, Rnd 9
7/24 Biasca, Switzerland, Rnd 10

Motocross des Nations
9/11 Roggenburg, Switzerland

International Six Day Enduro
9/20-25 Tulsa, OK

AMA Grand Nat'l C'ship Series
4/23 Sacramento, CA, Rnd 2
5/14 Pomona, CA, Rnd 3
5/29 DuQuoin, IL, Rnd 4
6/4 Mineralwells, WV, Rnd 5
6/18 Dallas, TX, Rnd 6
6/25 Lima, OH, Rnd 7
7/2 *Mechanicsburg, PA, Rnd 8
7/9 Lake Odessa, MI, Rnd 9
7/16 Hagerstown, MD, Rnd 10
7/23 *Sedalia, MO, Rnd 11
7/30 Oklahoma City, OK, Rnd 12
8/7 Peoria, IL, Rnd 13
8/10 Rapid City, SD, Rnd 14
8/13 Denver, CO, Rnd 15
8/20 Indianapolis, IN, Rnd 16
8/28 Tulsa, OK, Rnd 17
9/4 Springfield, IL, Rnd 18
9/10 Castle Rock, WA, Rnd 19
9/17 Sacramento, CA, Rnd 20
10/8 Pomona, CA, Rnd 21
10/16 *Del Mar, CA, Rnd 22
*Tentative
Info 614/891-2425

AMA Camel Supercross Series
3/26 Charlotte, NC, Rnd 9
4/9 Pontiac, MI, Rnd 10
4/16 Minneapolis, MN, Rnd 11
4/23 Irving, TX, Rnd 12
5/7 Seattle, WA, Rnd 13
6/4 San Jose, CA, Rnd 14
6/11 Las Vegas, NV, Rnd 15
Info 614/891-2425

AMA 125/250cc National Championship MX Series
5/1 Sacramento, CA, Rnd 2
5/22 Budds Creek, MD, Rnd 3
5/29 Mt. Morris, PA, Rnd 4
6/26 Southwick, MA, Rnd 5
7/3 Buchanan, MI, Rnd 6
7/17 New Berlin, NY, Rnd 7
7/24 Troy, OH, Rnd 8
8/7 Millville, MN, Rnd 9
8/14 Washougal, WA, Rnd 10
8/28 Binghamton, NY, Rnd 11
9/4 Delmont, PA, Rnd 12
Info 614/891-2425

AMA U.S. Superbike Championship Series
3/25-27 Phoenix, AZ, Rnd 2
4/8-10 Pomona, CA, Rnd 3
5/20-22 Monterey, CA, Rnd 4
6/10-12 Elkhart Lake, WI, Rnd 5
6/17-19 Loudon, NH, Rnd 6
7/15-17 Lexington, OH, Rnd 7
7/29-31 Brainerd, MN, Rnd 8
8/19-21 Sonoma, CA, Rnd 9
9/16-18 Braselton, GA, Rnd 10
Info 614/891-2425

AMA/CCS C'ship Cup Series
Florida Region
4/30-5/1 Palm Beach Gardens, FL
5/28-29 Bloomingdale, GA
5/30 Palm Beach Gardens, FL
6/18-19 Talladega, AL
7/9-10 Palm Beach Gardens, FL
7/30-31 Bloomingdale, GA
8/13-14 Palm Beach Gardens, FL
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/24-25 Palm Beach Gardens, FL
10/15-16 Palm Beach Gardens, FL
12/11 Palm Beach Gardens, FL

Southeast Region
4/9-10 Bloomingdale, GA
5/28-29 Bloomingdale, GA
6/18-19 Talladega, AL
6/25-26 Braselton, GA
7/30-31 Bloomingdale, GA
8/13-14 Braselton, GA
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/17-18 Braselton, GA

Mid-Atlantic Region
4/9-10 Bloomingdale, GA
4/30-5/1 Summit Point, WV
5/28-29 Bloomingdale, GA
6/11-12 Summit Point, WV
6/25-26 Braselton, GA
7/16-17 Summit Point, WV
8/13-14 Braselton, GA
9/10-11 Summit Point, WV

Mid-West Region
4/2-3 Topeka, KS
4/16-17 Rockton, IL
4/23-24 Elkhart Lake, WI
5/21-22 Brainerd, MI
6/4-5 Rockton, IL
6/25-26 Braselton, GA
7/2-3 Grattan, MI
7/16-17 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI

Great Lakes Region
4/23-24 Grattan, MI
5/21-22 Brainerd, MN
6/11-12 Grattan, MI
7/2-3 Grattan, MI
7/16-17 Rockton, IL
7/30-31 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/8-9 Grattan, MI

Great Plains Region
4/2-3 Topeka, KS
5/7-8 Topeka, KS
5/21-22 Brainerd, MN
6/4-5 Rockton, IL
7/16-17 Rockton, IL
8/6-7 Topeka, KS

Southwest Region
5/14-15 Chandler, AZ
6/4-5 Las Vegas, NV
6/18-19 Chandler, AZ
9/3-4 Las Vegas, NV
9/17-18 Chandler, AZ
10/8-9 Chandler, AZ
12/3-4 Chandler, AZ

Utah Region
4/30-5/1 Bonneville, UT
5/21-22 Bonneville, UT
6/11-12 Bonneville, UT
7/9-10 Bonneville, UT
8/13-14 Bonneville, UT
9/10-11 Bonneville, UT
9/24-25 Bonneville, UT

Northeast Region
4/23-24 Loudon, NH
5/7-8 Loudon, NH
5/28-29 Bridgehampton, NY
6/11-12 Loudon, NH
7/2-3 Bridehampton, NY
7/16-17 Loudon, NH
8/6-7 Bridgehampton, NY
8/27-28 Loudon, NH
9/3-4 Bridgehampton, NY
9/17-18 Loudon, NH
10/8-9 Loudon, NH
*Tentative
Info 704/684-4297

AMA National C'ship Enduro Series
3/27 Turkey, TX, Rnd 3
4/1 Perkinston, MS, Rnd 4
6/5 Wrentham, MA, Rnd 5
6/12 Wellston, OH, Rnd 6
7/24 Rose City, MI, Rnd 7
10/16 Lucerne Valley, CA, Rnd 8
10/30 Bear, DE, Rnd 9
Info: 614/891-24252

AMA Nat'l Championship Reliability Enduro Series
4/16-17 Crosbyton, TX, Rnd 2
4/23-24 Minden, NV, Rnd 3
5/14-15 Tillamook, OR, Rnd 4
5/21-22 Olympia, WA, Rnd 5
5/28-29 McArthur, OH, Rnd 6
6/25-26 McMinnville, OR, Rnd 7
7/9-10 Speedsville, NY, Rnd 8
Info: 614/891-2425

AMA Wiseco/Yamaha/ Dunlop Grand National Cross Country Series
3/27 Hurricane Mills, TN, Rnd 3
4/24 Brownsville, PA, Rnd 4
5/8 Sharpsburg, MD, Rnd 5
5/22 Boyers, PA, Rnd 6
6/5 Laurelville, OH, Rnd 7
6/19 Davis, WV, Rnd 8
8/28 Millfield, OH, Rnd 9
10/2 Bunner Ridge, WV, Rnd 10
10/16 Elizabeth, WV, Rnd 11
10/30 Mt. Morris, PA, Rnd 12

AMA National Championship Hare Scrambles Series
3/27 Hurricane Mills, TN, Rnd 3
4/10 Redding, CA, Rnd 4
7/17 Kahoka, MO, Rnd 5
7/31 South Edmeston, NY, Rnd 6
10/9 Silver City, ID, Rnd 7
10/23 Millfield, OH, Rnd 8
11/6 Lynneville, IN, Rnd 9
Info 614/891-2425

AMA National Championship Hare & Hound Series
4/9 Jericho, UT, Rnd 3
4/30 Wendover, UT, Rnd 4
10/2 Reno, NV, Rnd 5
10/23 Lucerne Valley, CA, Rnd 6
11/6 Carson City, NV, Rnd 7
Info: 614/891-2425

AMA National Championship Hillclimb Series
5/15 Middlebury, IN, Rnd 1
6/5 Jefferson, PA, Rnd 2
6/12 Freemansburg, PA, Rnd 3
6/19 Avoca, NY, Rnd 4

7/30 Haydenville, OH, Rnd 5
8/7 Norton Shores, MI, Rnd 6
9/4 Monson, MA, Rnd 7
9/11 Freemansburg, PA, Rnd 8
9/18 Middlebury, IN, Rnd 9
9/25 Jefferson, PA, Rnd 10
10/1 Asheville, NC, Rnd 11
10/9 Oregonia, OH, Rnd 12
Info 614/891-2425

AMA/NATC National Championship Observed Trials
5/28 Alma, NY, Rnd 3
5/29 Mainesburg, PA, Rnd 4
5/30 Steubenville, OH, Rnd 5
6/24-25 Truckee, CA, Wrld Rnd
7/30 Casper, WY, Rnd 6
7/31 Casper, WY, Rnd 7
8/6 Nehawka, NE, Rnd 8
8/7 Nehawka, NE, Rnd 9

Nevada Rally
8/13-20 Las Vegas, NV
Info 619/562-1440

Land of Enchantment Endurance Rally
9/26-30 Clovis, NM
Info 505/985-2374

AMA Loretta Lynn Qualifying Series
Northeast Region
4/2 Hanover, PA
4/9-10 Wallkill, NY
4/23-24 Aquasco, MD
4/23-24 Armaugh, PA
4/30-5/1 South Edmeston, NY
5/7-8 Jacksonville, PA
5/21-22 Starvation Point, WV
6/11-12 Amateur Regional Budds Creek, MD
6/25-26 Youth Regional Delmont, PA

Southeast Region
3/27 Reddick, FL
4/2-3 Kingsport, TN
4/9-10 Sanford, NC
4/16-17 Society Hill, SC
4/23-24 Axton, VA
4/30-5/1 Macon, GA
5/14-15 Christiana, TN
6/18-19 Youth Regional Blountville, TN
6/25-26 Amateur Regional Gainesville, FL

Southcentral Region
3/26 Tyler, TX
4/17 Great Bend, KS
5/15 Rio Vista, TX
6/18-19 Amateur/Youth Regional Rio Vista, TX

*** Southwest Region**
6/18 Moreno Valley, CA

*** Midwest Region**
5/29 Hollister, CA

*** Northwest Region**
5/22 Roseburg, OR

Mideast Region
3/26-27 London, KY
4/9-10 Millfield, OH
4/17-18 Stanton, MI
4/30-5/1 Hortonville, IN
5/7-8 Marion, OH
5/14-15 Millington, MI
5/28-29 N. Webster, IN
6/5 Buchanan, MI
6/18-19 Amateur Regional Sugar Grove, OH
6/25-26 Youth Regional Mitchell, IN

Northcentral Region
4/9-10 Lowes, KY
4/17 Great Bend, KS
4/23-24 Hoopeston, IL
4/30-5/1 Lamoni, IA
5/7-8 Lake Mills, WI
5/14-15 Kahoka, MO
5/21-22 Casey, IL
6/25-26 Amateur Regional Casey, IL
6/18-19 Youth Regional Kahoka, MO
Info 304/594-1157

AMA Loretta Lynn Nationals
8/8-13 Hurricane Mills, TN
Info 304/594-1157

NMA World Mini Grand Prix
4/8-10 Las Vegas, NV
Info 310/868-8112

NMA Grand National MX Finals
8/2-6 Ponca City, OK
Info 310/868-8112

SCORE Desert C'ship Series
6/3-5 Baja Calif., Mex.
11/10-13 Baja Calif., Mex.

Best in the Desert Silver State Series
4/15-17 Caliente, NV, Rnd 3
5/15 Pioche, NV, Rnd 4
6/10-12 Ely, NV, Rnd 5
9/9-11 Tonopah, NV, Rnd 6
12/2-4 Laughlin, NV, Rnd 7
Info: 702/457-5775

AMA/Prostar Drag Race Series
4/8-10 Commerce, GA, Rnd 2
4/29-5/1 Rockingham, NC, Rnd 3
6/17-19 Richmond, VA, Rnd 4
7/10 Budds Creek, MD, Rnd 5
7/29-31 Indianapolis, IN, Rnd 6
9/9-11 Atco, NJ, Rnd 7
10/7-9 Bowling Green, KY, Rnd 8
11/18-20 Gainesville, FL, Rnd 9
Info 205/852-1101

AMA Mid-South C'ship Winter Hare Scrambles Series
4/17 Fordsville, KY, Rnd 6
Info 615/331-1475

AMA Mega Series
4/2-3 Kingsport, TN, Rnd 3
4/10 Macon, GA, Rnd 4
4/17 Blountville, GA, Rnd 5
5/1 London, KY, Rnd 6
5/14-15 Blountville, TN, Rnd 7
6/12 Blountville, TN, Rnd 8
7/2-3 Axton, VA, Rnd 9
7/9-10 Blountville, TN, Rnd 10
7/17 Wytheville, VA, Rnd 11
9/10-11 Blountville, TN, Rnd 12
9/18 London, KY, Rnd 13
10/2 Blountville, TN, Rnd 14
10/22-23 Blountville, TN, Rnd 15
Info 615/323-5497

WERA Pro Road Race Series
4/22-24 Braselton, GA, Rnd 1
5/24-26 Shannonville, ON, Can., Rnd 2
8/5-7 Pocono, PA, Rnd 3
8/26-28 Portland, OR, Rnd 4
10/26-30 Braselton, GA, Rnd 5
Info 916/582-0451

WERA Regional C'ship Series
Mid-Atlantic Region
4/9-10 Summit Point, WV
5/21-22 Summit Point, WV
6/4-5 Garrettsville, OH
6/18-19 Long Pond, PA
6/25-26 Rockingham, NC
7/9-10 Garrettsville, OH
7/30-31 Summit Point, WV
8/5-7 Long Pond, PA
9/3-4 Garrettsville, WV
9/24-25 Shannonville, ON, Can.
10/8-9 Summit Point, WV

Southeast Region
3/25-27 Talladega, AL
4/30-31 Faulkville, GA
5/14-15 Talladega, AL
6/11-12 Faulkville, GA
6/25-26 Rockingham, NC
7/16-17 Talladega, AL
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
10/1-2 Faulkville, GA

North Central Region
4/2-3 Clermont, IN
4/9-10 Grattan, MI
4/23-24 Mt. Meridan, IN
5/6-8 Grattan, MI
5/21-22 Mt. Meridan, IN
6/25-26 Grattan, MI
7/9-10 Mt. Meridan, IN
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/27-28 Beloit, IL
9/10-11 Grattan, MI
9/23-25 Shannonville, ON, Can.
10/8-9 Mt. Meridan, IN

Mid-Central Region
4/2-3 Clermont, IN
4/23-24 Mt. Meridan, IN
5/21-22 Mt. Meridan, IN
6/4-5 Hallet, OK
6/18-19 E. St. Louis, IL
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
9/24-25 Hallett, OK
10/8-9 Mt. Meridan, IN

South Central Region
4/9-10 College Station, TX
4/30-5/1 Henderson, TX
5/28-29 Hallet, OK
6/25-26 Henderson, TX
7/16-17 Henderson, TX
8/6-7 College Station, TX
9/3-4 Hallett, OK
9/9-11 Millington, TN
10/8-9 College Station, TX

WERA Grand National Final
10/26-30 Braselton, GA
Info 916/582-0451

WERA Nat'l Challenge 1100, 750 & 600cc Superstock Series
3/25-27 Talladega, AL, Rnd 1
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, ON, Can, Rnd 5
7/9-10 Mt. Meridan, IN, Rnd 6
7/22-24 Clermont, IN, Rnd 7
8/5-7 Long Pond, PA, Rnd 8
8/26-28 Portland, OR, Rnd 9
9/9-11 Millington, TN, Rnd 10

WERA National Challenge Formula III Series
3/25-27 Talladega, AL, Rnd 1
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, ON, Can., Rnd 5
7/22-24 Clermont, IN, Rnd 6
8/5-7 Long Pond, PA, Rnd 7
8/26-28 Portland, OR, Rnd 8
9/9-11 Millington, TN, Rnd 9
10/26-30 Final, Braselton, GA

*WERA Nat'l Endurance Series
3/26 Talladega, AL, Rnd 1
4/23 Braselton, GA, Rnd 2
5/7 Grattan, MI, Rnd 3
5/21 Summit Point, WV, Rnd 4
7/9 Mt. Meridan, IN, Rnd 5
7/23 Clermont, IN, Rnd 6
8/27 Portland, OR, Rnd 7
9/10 Millington, TN, Rnd 8
9/24 Shannonville, ON, Can., Rnd 9
10/28 Final, Braselton, GA
*Tentative

WERA National Vintage Series
4/2 Clermont, IN, Rnd 2
4/9 Summit Point, WV, Rnd 3
4/10 College Station, TX, Rnd 4
4/23 Mt. Meridan, IN, Rnd 5
4/30 Faulkville, GA, Rnd 6
5/1 Henderson, TX, Rnd 7
5/14 Talladega, AL, Rnd 8
6/4 Garrettsville, OH, Rnd 9
6/5 Hallett, OK, Rnd 10
6/18 E. St. Louis, IL, Rnd 11
6/18 Long Pond, PA, Rnd 12
6/25 Rockington, NC, Rnd 13
7/9 Garrettsville, OH, Rnd 14
7/17 Henderson, TX, Rnd 15
7/30 Summit Point, WV, Rnd 16
8/7 College Station, TX, Rnd 17
8/20 Talladega, AL, Rnd 18
8/27 S. Beloit, IL, Rnd 19
9/10 Grattan, MI, Rnd 20
10/1 Faulkville, GA, Rnd 21
10/8 Summit Point, WV, Rnd 22
10/27 Final, Braselton, GA

AHRMA Historic Cup Series
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
6/18-19 Blackhawk Farms, WI
7/2-3 Loudon, NH
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
9/17 Steamboat Springs, CO
Info 715/842-9699

BMW Classic Cup Series
5/21-22 Grattan, MI
7/16-17 Road Atlanta, GA
9/17 Steamboat Springs, CO
Info 715/842-9699

AHRMA Sound of Singles/ Battle of Twins Series
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
Info 715/842-9699

*AHRMA/Vintage Iron National MX Series
4/16 Muddy Creek, TN
4/24 Sandhill Ranch, CA
5/21 Grattan, MI
6/11 Unadilla, NY
6/26 Eugene, OR
7/2 Peoria, IL
7/23 Hurricane Hills, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
8/27 *Honda Hills, OH
9/16 Steamboat Springs, CO
10/23 Hollister Hills, CA
* Tentative
Info 715/842-9699

*AHRMA/Classic Bike Magazine Dirt Track Series
7/3 TT Peoria, IL
7/8 *FT/TT Odessa, MI
8/11 Rapid City, SD
8/27 *Honda Hills, OH
8/28 Lake Odessa, MI
9/14 Hayden, CO
10/8 Flat River, MO
10/15-18 *Del Mar, CA
* Tentative
Info 715/842-9699

AHRMA/British Bike Magazine Trials Series
4/23 Sandhill Ranch, CA
5/22 Grattan, MI
7/3 Peoria, IL
9/15 Steamboat Springs, CO

AMA DISTRICT 36
CENTRAL CALIFORNIA SPRING MOTOCROSS SERIES

NEW TRACKS
Laguna Seca
Pozo, Carnegie
Shandon, Metcalf Park

Loretta Lynn's Qualifier
Hollister, Hangtown,
San Jose Amateur Supercross

AMA SANCTIONED

ROUND 1
Hi Mountain Motocross
Sunday, March 20
Pozo, CA
Central Coast M/C
805 434-3579

ROUND 2
Carnegie MX
Sunday, March 27
Carnegie SVRA
Tracey, CA
J & S Promotions
510 455-1318

ROUND 3
Shandon Lions Motocross*
Sunday, April 17
Shandon, CA
Central Coast M/C
805 434-3579

ROUND 4
Metcalf Cycle Park
Sunday, April 24
San Jose, CA
Motowest
408 238-8208

ROUND 5
Hangtown Amateur MX
Saturday, April 30
Prairie City, SVRA
Sacramento, CA
Dirt Diggers North M/C
916 962-3760

ROUND 6
Laguna Seca MX
Sunday, May 15
Monterey, CA
Salinas Ramblers
408 394-6294

ROUND 7
Loretta Lynn's Qualifier**
Sunday, Monday, May 29,30
Hollister SVRA
Motowest
408 238-8208

ROUND 8
San Jose Amateur** Supercross
Sunday, June 5
Spartan Stadium
San Jose
Worldsports
813 894-0439

ROUND 9
Laguna Seca MX
Sunday, June 12
Monterey, CA
Salinas Ramblers
408 394-6294

ROUND 10
Hollister GP Track
Sunday, June 26
Hollister SVRA
Hollister, CA
Motowest
408 238-8208

- Trophies and Contingencies at each race
- Plaques and trophies to top 3 in each class for series
- $500 to series All Pro Champion
- District motocross #1 plates and top 10 at District banquet

You must race a minimum of 5 series races to qualify for series overall championship.

You must be a District 36 member for series points.
No points to one day oard holders.

Points will be awarded as per District 36 rulebook as per classification and riding category.

**Factory Contingency
*Tentative

District 36
Director of Competition
Tom Barbero
209 368-5456

District 36 Motocross Series
Coordinator
Michael Brown
805 434-3579

MOTORCYCLE COMPETITION

GLEN HELEN

EVENT CALENDAR

Sat., Mar. 26	Glen Helen/Prairie Dog Grand Prix
Sat., Mar. 26	Micro-Sprint Races
Sun., Mar. 27	Glen Helen/Prairie Dog Grand Prix
Sun., Apr. 3	MX Practice - GP and MX Tracks
Sat., Apr. 9	Micro-Sprint Races
Sun., Apr. 10	CRC MX and AHRMA MX

WHAT'S HAPPENING
1994 GLEN HELEN
GRAND PRIX NIGHT RACE
Glen Helen season gate pass to night race winner. Race entry for night race only $15.00

PRACTICE INFO:

Thurs.	Open MX Practice Two Tracks 8 a.m. to Dusk GP Track Re-Prepped From 12pm-1pm
Sat.	Open MX Practice Two Tracks GP Track - 8:00 a.m. to 12:00 p.m. MX Track - 8:00 a.m. to 5:00 p.m.
Sun.	Open MX Practice 8:00 a.m. to 5:00 p.m. on MX Track

Track Watered and Prepped for Each Practice
No MX Practice on Sand Drag
or MTEG Weekends

RACE HOTLINE: (909) 880-1733

Open For Practice & Racing
TEMECULA MotorSports PARK

New Moto-X track Designed by Karl Scanlan
New High Bank Dirt Oval
New Peewee Track Now Open
Come Practice and Race at California's Newest track
Both tracks watered and prepped by Karl Scanlan
Open Practice March 23,25,26
Practice times 8:00 to 4:00
Practice fee $15.00 for More Info Call 909-698-4800

STARWEST SUPERCROSS PARK

Lake Perris Fairgrounds
Moreno Valley
California

Season Opener MARCH 26
Saturday Spring Series Night Racing
(No License Required)
OPEN PRACTICE
Tues. 9:00a.m.-2p.m. & 4:00p.m.-10p.m., Sat. 9:00a.m.-1p.m.
The track is groomed and watered for each session.
Practice Admission is $15.00 per bike, Pee Wee bike $10.00
Includes rider; spectators $4.00

Info Call: **714-855-2707**

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A Benefit Program for American Motorcyclist Association Members.

LACR Los Angeles County Raceway
Palmdale, CA 93550
Info: (805) 272-8889

1994 Motocross & Gran Prix Schedule

Mar. 27	L.A.C.R.	CRC MX
April 3	L.A.C.R.	CRC MX
April 9	L.A.C.R.	MX (Oldtimers Central Nat'l)
April 10	L.A.C.R.	MX (Oldtimers Central Nat'l)

Wed. Night Practice Starts April 13th
Wed. Night Prac. 4 p.m.-9 p.m. • Sat. Prac. 9 a.m.-2 p.m.

SRA GP California Schedule

Members *Non Members*
March 27 Sunrise Cycle Park
April 24 Carlsbad
Info (714) 957-2985

NMA National Motosport Association

REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(310) 868-8112
P.O. Box 46
NORWALK, CA 90650

GARY# BA1LEY VIDEO'S MX SCHOOL

New Video for '94 HOLESHOTS GETTING OUT FIRST $16.95 + shipping

Good Luck To Our Sonsored Riders in the '94 Season

- Robbie Skaggs
- Paul Currie
- Adam Bechdel
- Kenneth Jones
- Travis Pastrana
- Ramsay Bulkeley
- Mitchell Hodges

Kawasaki TEAM GREEN

· DUNLOP · ARAI · PRO CIRCUIT · SCOTT · GAERNE · ANSWER · BEL-RAY · BOYESEN · ENDURA · CEET

SCHEDULE
AXTON, VIRGINIA
Track: Lake Sugartree Motorsports Park
Dates: March 30th-April 2nd (filled)
April 4th-7th (filled)
May 28th-30th
June 28th-30th
July4th-7th
July 19th-21st

ON THE ROAD SCHOOLS
April 15th-16th
Dogtown Motocross Track
Coalmount, Tennessee
(703) 650-1759

May 6th-7th
Aquasco Motocross Track
Aquasco, Maryland
(703) 650-1759

May 13th-14th (filled)
Central Cycle Track
Central Village, Connecticut
(703) 650-1759

June 6th-8th
Midwest Motocross Park
Great Bend, Kansas
Juanita at (913) 842-8272

June 22nd-24th
Motosports Park
Byron, Illinois
Aaron at (815) 234-2271

We're Looking for a Few Good Men and Women to Fill this Hat.

Become a California Motorcycle Training Instructor. It's a rewarding part-time job for qualified individuals.

Both novice and experienced rider training courses are offered by this California Highway Patrol administered program.

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East - CYCLETECH (800) 255-2055

Ask for it by name at your local shop

DISTRICT 37 AMA COMPETITION

District #37 Referee
Jesse Ellico
(818) 303-1177
Or For Race Info Only (310) 376-1329

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
April 10	Rovers M.C. Location: Lucerne Valley Info: Dennis (805) 265-9574	Hare & Hound
April 17	U.E.A. Location: Lucerne Valley Info: Skip (310) 903-1940	Enduro
April 24	Vikings Location: Lucerne Valley Info: John (909) 247-6625	Hare & Hound
April 30, May 1	Shamrocks M.C. Location: Sunrise G.P. Info:(310) 376-1329	Gran Prix

Dual Sport Schedule
Info (818) 249-2141

Date	Club	Event
April 16,17	Dual Dogs "Dog Run" Start: Dick Allen's M/C , Newhall Info: Damon (818) 701-1913	Dual Sport
April 30, May 1	Countdown "Death Valley 400" Start: Lone Pine, CA Info: Jerry (818) 348-8381	Dual Sport
May 15	CTR "Frazier Mtn. 100" Start: Hungry Valley Rd @ I-5 Info: Larry (714) 992-9291	Dual Sport

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

10/9 Flat River, MO
10/22 Hollister Hills, CA
Info 715/842-9699

AHRMA Mid-Atlantic Trials Series
4/16 Warrensville, PA
5/14-15 Toronto, OH
6/5 Granogue, DE
8/7 Mainesburg, PA
8/13 Toronto, OH
9/10 Farrandsville, PA
10/9 Toughkenamon, PA
Info 410/775-7209

***AHRMA Midwest MX Series**
4/3 Casey, IL
5/21 Grattan, MI
6/4 Denmark, WI
7/2 Peoria, IL
8/7 *Casey, IL
8/27 Honda Hills, OH
9/18 Spring Grove, IL
10/8 Aztalan, WI
10/23 Casey, IL
Info 414/684-4331
* Tentative

***AHRMA NorCal MX Series**
4/24 Sandhill Ranch, CA
5/15 *Dixon, CA
7/31 Carson City, NV
8/14 Monterey, CA
9/25 Fernley, NV
10/23 Hollister, CA
Info 408/663-4014

AHRMA Northeast MX Series
4/30 New Egypt, NJ
5/21 Modena, NY
6/11 New Berlin, NY
7/23 Clifford, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
9/5 Englishtown, NJ
9/25 Southwick, MA
Info 715/842-9699

AHRMA Rocky Mountain MX Series
3/27 Denver, CO
5/15 Casper, WY
6/12 Preston, ID
7/9-10 Denver, CO
9/16 Steamboat Springs, CO
10/TBA TBA, CO
Info: 715/842-9699

AHRMA SoCal MX Series
4/10 San Bernardino, CA
5/22 Adelanto, CA
6/5 San Bernardino, CA
10/9 Palmdale, CA
Info: 714/897-8265

AHRMA West MX Series
5/6 Palmdale, CA
4/24 Brentwood, CA
6/12 Preston, ID
6/26 Eugene, OR
9/25 Fernley, NV
10/9 Palmdale, CA
10/23 Hollister, CA
11/6 Tulare, CA

NETRA C'ship Enduro Series
5/1 Freetown, MA
5/22 W. Greenwich, RI
6/5 Plainville, MA
6/12 Somers, CT
7/24 Oxford, MA
7/31 New Boston, MA
9/11 Windsor, MA
10/2 Wrentham, MA
10/23 Chester, CT
11/6 Stafford, CT
Info 203/875-5757

NETRA Championship Hare Scrambles Series
4/17 Monticello, NY
5/15 Fishouse, NY
6/26 Thomaston, CT
7/3 Chelsea, VT
7/10 Union, CT
7/17 Windsor, MA
8/7 Searsport, ME
8/14 Union, CT
8/21 Temple, NH
8/28 Cheshire, MA
9/4 W. Glocester, RI
9/18 Petersburg, NY
9/25 W. Greenwich, RI
10/9 Fishouse, NY
10/16 Assonet, MA
11/13 Barkhampsted, CT
Info 203/875-5757

NETRA Turkey Run Series
5/15 W. Greenwich, RI
6/11-12 Loudon, NH
6/26 Adams, MA
8/7 Adams, MA
8/14 Newport, NH
8/21 Gardner, MA
9/11 Swiftwater, NH
9/18 New Boston, MA
10/9 Washington, MA
10/16 Winchendon, MA
10/30 Central Village, CT
11/13 Gardner, MA
11/27 Plympton, MA
12/4 Plymoutb, MA
Info 203/875-5757

NETRA Championship Junior Enduro Series
5/28 Weare, NH
6/25 Thomaston, CT
7/9 Union, CT
8/13 Union, CT
9/3 W. Glocester, RI
10/1 Brimfield, MA
10/8 Fishouse, NY
10/15 Assonet, MA
Info 203/875-5757

ECEA C'ship Enduro Series
3/27 Belleplain, NJ
4/10 Indian Mills, NJ
4/24 New Lisbon, NJ
5/8 Stanhope, NJ
5/22 West Greenwich, RI
5/29 New Philadelphia, PA
6/5 Whiteford, MD
7/10 Speedsville, NY
7/17 Blain, PA
7/24 Crossforks, PA
8/7 Middlebury Center, PA
8/28 Mauricetown, NJ
9/11 Shippensburg, PA
9/18 Brandonville, PA
10/16 New Lisbon, NJ
10/30 Delaware City, DE
11/6 New Gretna, NJ
11/13 Warren Grove, NJ
Info 609/657-6338

ECEA Championship Hare Scrambles Series
4/17 St. Georges, DE
6/19 Ludwiges Corner, PA
7/31 Fair Hill, MD
8/21 New Philadelphia, PA
9/25 West Greenwich, RI
Info 609/657-6338

ECEA Dual Sport Series
4/17 Suffolk Co., NY
5/1 Brandonville, PA
5/15 Atsion, NJ
6/12 Manahawkin, NJ
9/25 Belleplain, NJ
10/2 Indian Mills, NJ
10/9 Suffolk Co., NY
10/23 New Philadelphia, PA
Info 609/657-6338

NMRA Drag Racing Series
4/10 Palmdale, CA
5/28 Phoenix, AZ
7/16 Palmdale, CA
8/20 Phoenix, AZ
9/3-4 Sonoma, CA
10/15 Las Vegas, NV
10/12 Palmdale, CA
Info 818/367-4117

SRAC State C'ship Series
3/27 Aurora, CO
4/10 Colorado Springs, CO
4/17 Pueblo, CO
4/24 Cheyenne, WY
5/1 Colorado Springs, CO
5/8 Erie, CO
5/14 Greeley, CO
5/21 Grand Junction, CO
5/28 Erie, CO
6/4 Colorado Springs, CO
6/12 Erie, CO
6/19 Cheyenne, WY
6/26 Colorado Springs, CO
7/10 Aurora, CO
7/17 Pueblo, CO
7/24 Cheyenne, WY
7/30 Erie, CO
8/6 Grand Junction, CO
8/14 Erie, CO
8/20 Erie, CO
8/27 Brighton, CO
9/10 Greeley, CO
9/18 Pueblo, CO
9/25 Colorado Springs, CO
10/2 Colorado Springs, CO

NESC C'ship Motocross Series
3/27 Middleboro, MA
4/3 Southwick, MA
4/10 Middleboro, MA
4/17 Middleboro, MA
4/24 Southwick, MA
5/1 Middleboro, MA
5/8 Central Village, CT
5/15 Southwick, MA
5/22 Southwick, MA
5/29 Lewiston, ME
5/30 Lewiston, ME
6/5 Middleboro, MA
6/12 Southwick, MA
6/19 Central Village, CT
7/3 Lewiston, ME
7/4 Lewiston, ME
7/17 Southwick, MA
7/24 Middleboro, MA
7/31 Southwick, MA
8/7 Middleboro, MA
8/13 Lewiston, ME
8/14 Lewiston, ME
8/21 Central Village, CT
8/28 Southwick, MA
9/4 Lewiston, ME
9/5 Lewiston, ME
9/11 Southwick, MA
9/18 Middleboro, MA
9/24 Lewiston, ME
9/25 Lewiston, ME
10/2 Central Village, CT
10/9 Southwick, MA
10/16 Middleboro, MA
10/23 Southwick, MA
10/30 Middleboro, MA
11/6 Middleboro, MA
Info 413/772-0685

***New England Trials Association C'ship**
4/17 Chepachet, RI
4/24 Meriden, CT
5/1 Wrentham, MA
5/14 Ossipee, NH
5/15 Ossipee, NH
5/22 Exeter, RI
6/5 *Exeter, RI
6/12 Meriden, CT
8/21 Wrentham, MA
9/11 Exeter, RI
10/2 Meriden, CT
* Tentative
Info 508/543-6702 or 508/429-7675

New England Hillclimbers Assoc. Series
4/24 Monson, MA
5/8 Lebanon, NH
6/5 Monson, MA
6/12 Greenfield, MA
6/14 Gilford, NH
7/10 Tyler Hill, PA
7/17 Lebanon, NH
7/24 Caroga Lake, NY
7/31 Tyler Hill, PA
8/7 Greenfield, MA
8/19-21 Red Wing, MN
9/4 Monson, MA
9/11 Monson, MA
9/18 Lebanon, NH
9/25 Tyler Hill, PA
10/9 Monson, MA
Info 413/788-7406

American Trials Assn. Series
4/17 Red Mountain, CA
5/1 Perris, CA
5/22 McCain Valley, CA
6/11-12 Little Pine Flats, CA
7/24 Catus Flats, CA
9/3-4 Kennedy Meadows, CA
10/30 Lucerne Valley, CA
11/27 Lucerne Valley, CA
12/11 San Gabriel Canyon, CA
Info 213/259-6631

V.D.T.R.A. Performance Nutrition Vintage Classics VII
4/29-30 ST Tulsa, OK
5/28-29 ST/TT Denver, CO
6/11-12 ST Wichita, KS
6/25 HM Howard Lake, MN
7/9-10 TT/HM Sturgis, SD
7/23 ST Concordia, KS
7/31 HM Oklahoma City, OK
8/15-16 HM Stockton, KS
9/2 HM Davenport, IA
9/17 TM Willmar, MN
9/25 TT Westmoreland, KS
Info 918/445-0671

FTR C'ship Enduro Series
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

FTR Championship Hare Scrambles Series
4/9-10 Ocala, FL
5/14-15 Titusville, FL
Info 407/264-0559

SETRA C'ship Enduro Series
3/27 Lenoir, NC
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 706/468-1328

SETRA Championship Hare Scramble Series
4/10 Madison, GA
4/17 Dallas, GA
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

Sabine Enduro Circuit
3/27 Forest Hill, LA
4/24 Nacogdoches, TX
5/15 New Waverly, TX
6/12 Saint Jo, TX
6/26 Stillwater, OK
8/7 Dry Prong, LA
8/21 Lake Nimrod, AR
9/11 New Waverly, TX
11/13 Muester, TX
Info 903/845-3553 or 504/928-2117

AMA Hot Summer Nights Series
5/7 Lenoir, TN
6/4 Lenoir, TN
6/18 Lenoir, TN
7/2 Lenoir, TN
7/30 Lenoir, TN
8/13 Lenoir, TN
8/20 Lenoir, TN
9/24 Lenoir, TN
Info: 615/573-5425

New York State C'ship Hare Scrambles Series
5/8 Little Genesee, NY
5/22 Java, NY
6/5 Cattaraugus, NY
6/26 Noravia, NY
7/24 Parksville, NY
8/7 South Edmonsten, NY
8/14 Rew, PA
8/28 LIttle Genesee, NY
9/11 Eleenville, NY
10/16 South Edmonsten, NY
10/23 Newark, NY
Info 716/928-2837

CRA Road Race C'ship Series
5/7-8 Brainerd, MN
6/18-19 Brainerd, MN
8/27-28 Brainerd, MN
9/17-18 Brainerd, MN
Info 612/332-4070

CRA Spring MX Series
4/10 Malvern, OH
4/24 Linnesville, PA
5/1 Salem, OH
5/22 New Philadelphia, OH
5/29 Amherst, OH
6/5 Ravenna, OH
Info 216/636-5505

CRA Vintage Motocross Series
4/2 Malvern, OH
4/23 Malvern, OH
5/1 Salem, OH
5/8 Ravenna, OH
5/30 New Philadelphia, OH
6/19 Amherst, OH
6/26 Ravenna, OH
7/10 Amherst, OH
7/23 Malvern, OH
7/31 Akron, OH
8/TBA Medina, OH
8/28 Wellington, OH
9/11 Salem, OH
9/25 New Philadelphia, OH
10/14 Akron, OH
Info 216/636-5505

CRA Hare Scrambles Series
9/18 Uhrichville, OH
9/25 Salem, OH
10/9 Amherst, OH
10/16 Mansfield, OH
Info 216/636-5505

RMEC C'ship Enduro Circuit
5/15 Chadron, NE
5/29 Limon, CO
6/12 Buena Vista, CO
7/10 Rand, CO
8/7 Steamboat Springs, CO
10/2 Cloudcroft, NM
Info 307/742-4136

OMRRA Road Race Series
4/17 Portland, OR
5/15 Portland, OR
6/5 Portland, OR
8/27-28 Portland, OR
9/25 Portland, OR
10/16 Portland, OR
Info 503/221-1487

Canadian Supercross Series
4/16 Toronto, Ontario
9/10 Montreal, Quebec
Info 416/363-9035

CMA Canadian Motocross National Series
5/15 Markham, ON, Can.
5/29 Wheatley, ON, Can.
6/19 Nanaimo, BC, Can.
6/26 Mission, BC, Can.
7/2-3 Uxbridge, ON, Can.
7/3 Ft. Saskatchewan, AB, Can.
7/9-10 Agassiz, BC, Can.
7/10 Melita, MB, Can.
7/30-31 Riverglade, NB, Can.
Info 905/522-5705

U.S.B.A. Road Race Series
4/30-5/1 Salt Lake City, UT
5/21-22 Salt Lake City, UT
6/11-12 Salt Lake City, UT
7/9-10 Salt Lake City, UT
8/13-14 Salt Lake City, UT
9/10-11 Salt Lake City, UT
9/24-25 Salt Lake City, UT
Info 801/535-4625

Golden Crown of Baja Off Road Desert Series
4/29-5/1 Gran Carrera De Mexicali Mexicali, B.C., Mex.
6/17-19 Gran Carrera de Tecate Tecate, B.C., Mex.
7/29-31 Gran Carrera de Ensenada Ensenada, B.C., Mex.
9/23-25 Gran Carrera de Tijuana Tijuana, B.C., Mex.
12/2-4 Gran Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prix de Baja Series
4/20-21 Baja Malibu Gran Prix Rosarito Beach, B.C., Mex.
8/26-27 Ensenada Gran Prix Ensenada, B.C., Mex.
10-14/15 Sonora Gran Prix Sonora, Mex.
11/18-19 San Felipe Gran Prix San Felipe, B.C., Mex
Info 818/340-5750

LaPlaya MX GP Series
5/22 Rosarito, B.C., Mex.
8/14 Rosarito, B.C., Mex.
10/2 Rosarito, B.C., Mex.
12/4 Rosarito, B.C., Mex.
Info (001-52-661) 22525

Tucker Rocky MX Championship Series
5/1 New Egypt, NJ
6/5 Clifford, PA
6/12 New Berlin, NY
7/4 Binghamton, NY
7/10 Englishtown, NJ
7/31 Walden, NY
Info 717/420-0251

Nor Cal YSR C'ship Series
4/17 Sacramento, CA
5/1 Sacramento, CA
5/22 Sacramento, CA
6/12 Sacramento, CA
7/10 Sacramento, CA
8/14 Sacramento, CA
9/25 Sacramento, CA
10/16 Sacramento, CA
11/6 Sacramento, CA
11/20 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
4/3 Lake Perris, CA
5/14-15 Phoenix, AZ
6/5 Palomar, CA
7/2-3 Lake Perris, CA
8/13-14 Rosamond, CA
9/4 Reno, NV
10/8-9 Phoenix, AZ
11/6 Palomar, CA
12/3-4 Lake Perris, CA
Info 909/674-2007

MTEG Ultracross Series
4/23 Las Vegas, NV
6/18 Salt Lake City, UT
8/TBA Detroit, MI
10/1 Las Vegas, NV
10/TBA Denver, CO
Info 714/254-3001

AMA Amateur SX Series
3/26 Charlotte, NC
4/16 Minneapolis, MN
4/24 Dallas, TX
5/8 Seattle, WA
6/5 San Jose, CA
6/12 Las Vegas, NV

AMA Central California Spring MX Series
3/27 Tracy, CA
4/17 Shandon, CA
4/24 San Jose, CA
4/30 Sacramento, CA
5/15 Monterey, CA
5/29 Hollister, CA
6/5 San Jose, CA
6/12 Monterey, CA
6/26 Hollister, CA
Info 805/434-3579

AMA No. California Enduro & Qualifier Classics
4/17 Navarro, CA
4/23 *Minden, NV
5/1 Georgetown, CA
5/15 *Ballinger Canyon, CA
6/12 Big Lagoon, CA
10/16 Fouts Springs, CA
10/23 Shasta Dam, CA
10/30 Grisly Flats, CA
11/5 Middle Creek, CA
11/13 Fouts Springs, CA
11/20 Ballinger Canyon, CA
Info 209/368-5456
* Qualifier

AMA No. California Cross Country Series
3/27 Susanville, CA
4/10 Shasta Dam, CA
4/23 Minden, NV
5/15 Ballinger Canyon, CA
5/15 Lakeport, CA
5/29 Klamath, CA
10/2 Sparks, NV
10/30 Nixon Valley, NV
11/6 Minden, NV
11/13 Prairie City, CA
11/20 Wilseyville, CA
11/26 Fallon, CA
Info 408/294-3438

Southeastern Trials Riders Assn. Series
4/9-10 Palmetto, GA
4/23-24 Fairview, NC
5/14-15 Crossville, TN
6/4-5 Alpharetta, GA
6/11-12 Carrollton, KY
7/16-17 Gainesville, GA
9/24-25 Berea, KY
10/15-16 Huntsville, AL
10/29-30 Jasper, TN
Info 404/928-4872

Sound of Thunder Four-Stroke Series
4/30-5/1 Sacramento, CA
5/14 Carlsbad, CA
5/15 Perris, CA
6/24 Mammoth Lakes, CA
8/6-7 Albany, OR
8/13-14 Seattle, WA
Info 909/985-1287

AFM Road Race Series
4/3 Sonoma, CA
5/29 Sonoma, CA
6/19 Sonoma, CA
7/10 Sonoma, CA
8/7 Sonoma, CA
9/25 Sonoma, CA
10/9 Sonoma, CA
Info 510/796-7005

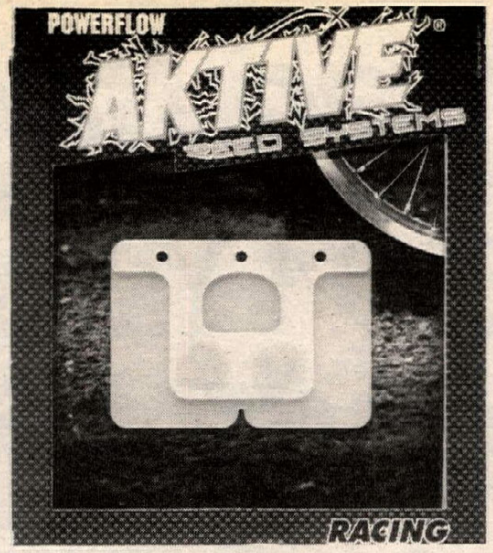
WSMC Road Race Series
4/16-17 Rosamond, CA
5/14-15 Rosamond, CA
6/18-19 Rosamond, CA
7/16-17 Rosamond, CA
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

WSDRA Dirt Track Series
4/2 Rosamond, CA
4/6 Rosamond, CA
4/29 Rosamond, CA
5/16 Rosamond, CA
5/21-22 Rosamond, CA
6/4 Rosamond, CA
6/18 Rosamond, CA
7/9 Rosamond, CA
7/23 Rosamond, CA
8/6 Rosamond, CA
8/27 Rosamond, CA
9/10-11 Rosamond, CA
9/30 Rosamond, CA
10/14 Rosamond, CA
10/29 Rosamond, CA
11/12 Rosamond, CA
11/26 Rosamond, CA
12/10 Rosamond, CA

International Old Timers MX Assn Nationals
4/9-10 Palmdale, CA
4/16-17 Boise, ID
4/30-5/1 Marysville, CA
5/28-29 Richland, WA
6/4-5 Edmonton, AB., Can.
7/2-3 Nanaimo, BC, Can.
7/16-17 Idaho Falls, ID
7/30-31 Albany, OR
9/3-4 Fernley, NV
Info 208/327-0693

MRA Suzuki Tri-State Challenge
4/17 Delta, OH
4/22 Milan, MI
5/1 Delta, OH
5/20 Milan, MI
6/4 Delta, OH
6/17 Milan, MI
7/10 Delta, OH
7/29 Milan, MI
8/5 Milan, MI
8/20 Delta, OH
10/2 Delta, OH
10/9 Milan, MI
Info 313/289-2100.

Motor Sports of America Short Track Championship Series
5/4 Hope, AR
5/14 Missoula, MT
5/28-29 Scottsbluff, NE
11/5 Evansville, IN



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Old Timers MX Association
Race Schedule
Sunday, March 27
L.A. County MX
For Information Call (714) 633-9503

CRC California Race Schedule
100% PRO PAYBACK

Sun., Mar. 27	MX	L.A.C.R.
Sun., Apr. 3	MX	L.A.C.R.
Sat., Apr. 9	MX Oldtimers Central Nat'l	L.A.C.R.
Sun., Apr. 10	MX Oldtimers Central Nat'l	L.A.C.R.
Sun., Apr. 10	MX	Glen Helen
Sun., Apr. 10	ARMA MX (Separate Track)	Glen Helen

CRC Info (805) 272-8889

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Sat., Apr. 2	GFI Super Sat. Morn. MX	Perris
Sat., Apr. 9	GFI Super Sat. Morn. MX	Perris
Sat., Apr. 16	GFI Super Sat. Morn. MX	Perris

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Central Arizona Trials Series
3/27 Phoenix, AZ
4/24 Phoenix, AZ
5/15 Prescott, AZ
5/29 Flagstaff, AZ
Info 602/938-6607

MRA Road Race Series
5/1 Longmont, CO
5/15 Commerce City, CO
6/5 Pueblo, CO
6/19 Longmont, CO
7/10 Pueblo, CO
7/31 Longmont, CO
8/14 Longmont, CO
8/28 Commerce City, CO
9/18 Steamboat Springs, CO
10/2 Commerce City, CO
Info 303/530-5678

Motorcycle Asphalt Racing Series
5/21 Myrtle Beach, SC
6/10 Columbus, OH
10/1 Asheville, NC
Info 803/626-7959

AMA/District 37 Dual Sport Ride Series
4/16-17 Newhall, CA
4/30-5/1 Death Valley, CA
5/15 Gorman, CA
5/22 Hemet, CA
6/11-12 Lake Isabella, CA
6/25-26 Mammoth Lakes, CA
7/9-10 Bass Lake, CA
7/24 Kennedy Meadows, CA
8/7 Mojave, CA
8/20-21 Huntington Lake, CA
9/11 Saugus, CA
10/2 Big Bear, CA
10/8-9 Bishop, CA
10/23 Anza, CA
11/6 Hesperia, CA
11/25-26 LA-Barstow-Vegas
11/28-29 Vegas-Barstow-LA
12/10-11 Ontario, CA
Info: 818/249-2141

California Trail Rides Dual Sport Series
5/15 Hungry Valley, CA
4/30-5/1 Lone Pine, CA
6/25-26 Mammoth Lakes, CA
7/9-10 Bass Lake, CA
8/20-21 Huntington Lake, CA
10/2 Big Bear, CA
10/8-9 Bishop, CA
Info 714/992-9291

CMMC Mini Nationals
8/20-21 Barona Oaks, CA
Info 619/467-0474 or 619/673-1560

WIMSA MX Series
3/27 Moreno Valley, CA
4/23 Moreno Valley, CA
5/7 Moreno Valley, CA
Info 909/659-4754

MARCH

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APRIL

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March 25-27

CALIFORNIA ARENACROSS
Mickey Thompson Ent. Group, Anaheim Arena, Anaheim. Info: 714/254-3001.

Fri, March 25

CALIFORNIA SHORT TRACK
Indoor mini bikes, San Jose Speedway, San Jose. Info: 408/224-4412.

TEXAS MOTOCROSS
Terry D. Codray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

March 26-27

CANADA SWAP MEET
Neveu Productions, Inc., Coliseum Building, Exhibition Place, Toronto, Ontario. Info: 705/778-2275.

KENTUCKY MOTOCROSS
AMA, Yamaha Hillbilly Classic, Daniel Boone Motocross Park, London. Info: 606/877-1364.

MICHIGAN MOTOCROSS
Iron Mustangs, Brighton. Info: 810/229-9719.

UTAH MOTOCROSS
USRA/Ogden Cycle Association, Hot Springs Raceway, Ogden. Info: 801/825-7744.

Sat, March 26

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.

CALIFORNIA ENDURO
Los Ancianos M/C, Tecate 250K Enduro, El Teserazzo, Baja California. Info: 619/281-1400 or 619/465-7569.

CALIFORNIA SHORT TRACK
Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/368-7182.

CALIFORNIA SUPERCROSS
W.S.D.R.A./CMC, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.

CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Nite Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

MARYLAND MOTOCROSS
• AMA, Pro-Am Motocross Series, Budds Creek. Info: 804/792-5355.

MARYLAND MOTOCROSS
• AMA Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MEXICO ENDURO
Los Ancianos M/C, Tecate. Info: 619/281-1400 or 619/697-3090.

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

NORTH CAROLINA SHORT TRACK
Dixieland Speedway, Elizabeth City. Info: 818/335-7412 or (804) 489-2797.

PENNSYLVANIA SHORT TRACK
• Trail-way Speedway, Hanover. Info: 717/359-4310.

PENNSYLVANIA SUPERCROSS
• Evansville Raceways Inc., Berwick. Info: 717/759-2841.

Sun, March 27

CALIFORNIA MOTOCROSS
CRC, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA MOTOCROSS
• GFI Northern Calif. Spring Series, Rnd 3, Hollister OHV Park, Hollister. Info: 209/667-7109.

CALIFORNIA MOTOCROSS
• GFI, Spring Series, Rnd 3, Hollister Hills, Hollister. Info: 209/667-7109.

CALIFORNIA MOTOCROSS
WIMSA, Starwest Supercross Park, Moreno Valley. Info: 909/659-4754.

CALIFORNIA MOTOCROSS
Rojo Productions, Starwest T-Shirt Series [illegible] CANCELED [illegible]oss Park, Moreno Valley. Info: 714/855-2707.

CALIFORNIA MOTOCROSS
AMA D-36/J&S Promotions, Central Cal. Spring Series, Rnd 2, Carnegie SVRA, Tracy. Info: 510/455-1318 or 209/835-3381.

CALIFORNIA GRAND PRIX
SRA, Surise Cycle Park, Adelanto. Info: 714/957-2985.

FLORIDA MOTOCROSS
SFMX South Florida Championship Series, County Line, Ona. Info: 813/751-2116.

FLORIDA MOTOCROSS
AMA/Loretta Lynn Qualifier, Motocross of Marion Co., Reddick. Info: 904/591-2050 or 591-2377.

GEORGIA MOTOCROSS
Georgia Spring Series, Bremen MX, Bremen. Info: 404/941-8464.

ILLINOIS SWAP MEET
J&P Promotions, 10th Annual World's Largest Indoor Swap Meet & Super Series Bike Show, McCormick Place North Building, Chicago. Info: 319/462-6011.

INDIANA HARE SCRAMBLES
Stoney Lonesome MC, Columbus. Info: 812/342-4411.

KANSAS MOTOCROSS
K.M.S.A., Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.

KANSAS MOTOCROSS
• Outlaw MX Series & Lincoln Cycle Racing, Spring Classic Series, Northeast Kansas MX, Westmoreland. Info: 913/456-2516.

KANSAS SCRAMBLES
Midstates Dirt Racers Assoc., Westmoreland. Info: 913/286-1261 or 986-6382.

MARYLAND MOTOCROSS/ HARE SCRAMBLES
• AMA Dist 7 & 13, $7,500 Pro Challenge, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MARYLAND HARE SCRAMBLES
Antietam Motorcycle Club, Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MASSACHUSETTS MOTOCROSS
New England Sports Committee, Middleboro. Info: 413/772-0685.

MISSOURI MOTOCROSS
• M.R.A./ Forsyth Ranch, Long Lane. Info: 417/345-5621.

MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info: 417/744-2593.

NEVADA MOTOCROSS
• Nevada Old Timers/CMC, Fernley Int'l Raceway, Fernley. Info: 7092/322-4311.

NEW MEXICO MOTOCROSS
• New Mexico Competition Club, Moriarty Motocross Track, Moriarty. Info: 505/888-7312 or 896-0200.

NEW MEXICO MOTOCROSS
CMC/MPM MX Promotions, Aztec MX Park, Axtec. Info: 505/334-9719.

NORTH CAROLINA ENDURO
SE&TRA Brown Mountain Lights Enduro, Lenoir. Info: 704/872-1820 or 483-6833.

NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Lenoir. Info: 704/758-4342.

NORTH CAROLINA HARE SCRAMBLES
Orleans Lions Club, Orleans. Info: 308/928-2503.

OHIO MOTOCROSS
Dist. 11/Treaty City Motorcycle Club, Clubgrounds, Greenville. Info: 513/548-7197.

OHIO MOTOCROSS
• AMA/Athens Motorcycle Club, Athens. Info: 614/592-1692.

OHIO HARE SCRAMBLE
Mansfield M.C. Club/C.R.A., Mansfield. Info: 419/524-1347.

OHIO MOTOCROSS
• C.R.A., Malvern Motosport Park, Malvern. Info: 216/262-4945.

OKLAHOMA MOTOCROSS
•Oklahoma State Championship Series, Lawton MX Park, Lawton. Info: 405/355-1106.

OREGON SPEEDWAY
Modified Dirt Kart Racing Assoc., Clackamas County Fairgrounds, Canby. Info: 503/666-2342.

PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA MOTOCROSS
AMA/District 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.

PENNSYLVANIA HARE SCRAMBLE
AMA Dist. 6/Flying Dutchmen Motorcycle Club, Inc., Pine Grove. Info: 717/ 345-6340 or 717/345-8734.

PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info: 412/726-5494.

TENNESSEE MOTOCROSS
AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

TEXAS HARE SCRAMBLES
• AMA Texas Championship Series, Rnd 10-T.S.A., Powell Ranch, Highgrove. Info: 713/460-4944.

TEXAS MOTOCROSS/SUPERCROSS
"Jes Works Racing Motorcycle Playground, Houston, Info: 713/897-9694.

WASHINGTON MOTOCROSS
• CMC/Olympic Peninsula Motorcycle Club, Port Angeles. Info: 206/457-0275 or 457-6653.

Wed, March 30

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

Fri, April 1

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SHORT TRACK
Indoor mini bikes, San Jose Speedway, San Jose. Info: 408/224-4412.

OHIO MOTOCROSS
CRA, Summit Moto-X, Akron. Info: 216/636-5505.

TEXAS MOTOCROSS
Terry D. Codray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

April 2-3

CALIFORNIA ROAD RACE
AFM, Formula Pacific Grand Prix Series, Sears Point. Info: 510/537-8208.

WASHINGTON ROAD RACE
WMRRA, Seattle International Raceways, Kent. Info: 206/972-4499.

Sat, April 2

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, So. Cal. Vet Cup Spring Series, Rnd 1, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.

CALIFORNIA DIRT TRACK
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA SHORT TRACK
Stockton Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/463-6224.

CALIFORNIA MOTOCROSS
WSDRA, AMA Pro-Am Series, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.

CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Nite Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

FLORIDA MOTOCROSS
• West Florida Motocross Park, Milton. Info: 904/623-6038 or 994-2884.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

INDIANA MOTOCROSS
• Cycle Works, Inc., Boonville. Info: 800/952-8922.

MICHIGAN MOTOCROSS
Baja Acres/ Dist. 14 AMA, Millington. Info: 517/871-3356.

NEW YORK MOTOCROSS
• Long Island Sports Committe, Bridgehampton Motocross Park, Bridgehampton. Info: 516/924-2399.

NEW YORK MOTOCROSS
• AMA Dist. 3, Broome Tioga Sports Center, Binghamton. Info: 607/648-4997 or 849-9615.

NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

OHIO MOTOCROSS
CRA, Malvern MX Park, Malvern. Info: 216/636-5505.

OHIO MOTOCROSS
• AMA/American Motosports, Inc., McArthur. Info: 614/596-2057.

OKLAHOMA MOTOCROSS
RBH, Inc, Easter Eggstravaganza, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

PENNSYLVANIA MOTOCROSS
• Trail-way Speedway, Loretta Lynn qualifier, Hanover. Info: 717/359-4310.

PENNSYLVANIA SUPERCROSS
Evansville Raceways Inc., Berwick. Info: 717/759-2841.

Sun, April 3

ALASKA ICE RACE
• Aurora Racing Inc., Klondike Inn, Big Lake, Wasilla. Info: 907/376-7905.

ARKANSAS HARE SCRAMBLES
Arkanasas Hare Scrambles Series, Durham. Info: 501/362-4230.

CALIFORNIA ROAD RACE
C.M.R.R.A., Winter Series, 50cc-80cc GP, Lake Perris Raceway, Perris. Info: 909/674-2007.

CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.

CALIFORNIA MOTOCROSS
CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

INDIANA DUAL SPORT
AMA/D.I.R.T., Stoney Lonesome, Columbus. Info: 317/784-9045.

IOWA MOTOCROSS
• AMA/Stateline Trailriders Assn., Lamoni. Info: 515/784-6121.

KANSAS HARE SCRAMBLES
Eastern Kansas Hare Scrambles Series, 1 man/2 hour, Northeast Kansas Motocross Track, Westmoreland. Info: 913/456-2516.

MASSACHUSETTS MOTOCROSS
New England Sports Committee, Southwick. Info: 413/772-0685.

NEVADA MOTOCROSS
• Las Vegas Motocross Club, Las Vegas Speedway, Las Vegas. Info: 702/565-7876.

NORTH CAROLINA MOTOCROSS
AMA Dist 29, Devil's Ridge North Carolina State Championship, Sanford. Info: 919/776-2412.

OKLAHOMA MOTOCROSS
Hillside Raceways, Muskogee. Info: 918/683-0585 or 687-3307.

OREGON MOTOCROSS
Motocross Northwest, Clarks Branch Cycle Club, Roseburg. Info: 503/673-1671.

PENNSYLVANIA MOTOCROSS
CRA, Pymatuning, Holeshot Raceway, Linnesville. Info: 216/636-5505.

PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info: 412/726-5494.

SOUTH DAKOTA MOTOCROSS
• Scramblers M/C, Scramblers Cycle Park, Yankton. Info: 605/665-4543 or 665-9535.

TENNESSEE MOTOCROSS
KTMXA, T-N-T MX Park, Milan. Info: 901/987-3029.

TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Coalmont. Info: 615/692-2360.

Tues, April 5

OKLAHOMA MOTOCROSS
RBH, Inc, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Fri, April 8

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SHORT TRACK
Indoor mini bikes, San Jose Speedway, San Jose. Info: 408/224-4412.

TEXAS MOTOCROSS
Terry D. Codray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

April 8-10

GEORGIA DRAG RACE
• AMA/Prostar, MTC Rebel Nationals, Atlanta Dragway, Commerce. Info: 205/852-1101.

NEVADA MOTOCROSS
• NMA, 23rd Annual World Mini Grand Prix, Las Vegas MX Park, Las Vegas. Info: 310/868-8112.

Sat, April 9

ALABAMA MOTOCROSS
• Southern Dirt Promotion, Auburn Indoor Arena, Auburn. Info 205/887-2026 or 277-2001.

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, So. Cal. Vet Cup Spring Series, Rnd 2, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.

CALIFORNIA MOTOCROSS
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA SHORT TRACK
Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/368-7182.

CALIFORNIA MOTOCROSS
WSDRA, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.

CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Nite Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

INDIANA MOTOCROSS
Haspin Acres Motor Park, Laurel. Info: 513/353-3555.

NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

NORTH CAROLINA MOTOCROSS
• Silver Creek Motocross, Morgantown. Info: 704/584-8519.

NORTH CAROLINA MOTOCROSS
• Richard Clippard, Lenoir. Info: 704/758-4342.

OHIO SPORT TOURING
Honda Sport Touring Assoc, Leesburg. Info: 513/891-1511.

OKLAHOMA MOTOCROSS
• RBH, Inc, Oklahoma State Championship, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

PENNSYLVANIA SHORT TRACK
• Trail-way Speedway, Hanover. Info: 717/359-4310.

April 9-10

CALIFORNIA MOTOCROSS
Old Timers Central National, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA HILLCLIMB
AMA/J&S, Carnegie SVRA, Tracy. Info: 510/455-1318 or 209/835-3381.

FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Ocala. Info: 407/264-0559.

NEVADA MOTOCROSS
• Northern Nevada Cycle Assoc., Gold Rush Moto Park, Carlin. Info: 702) 754-6248.

NORTH CAROLINA MOTOCROSS
• AMA Dist 29, Devil's Ridge AMA area amateur qualifier, Sanford. Info: 919/776-2412.

Sun, April 10

ARIZONA MOTOCROSS
• GFI Arizona, Mountain View Raceway, Tucson. Info: 602/437-5767.

CALIFORNIA MOTOCROSS
Greg Scheid and Associates, Hollister Hills GP Track, Hollister. Info: 408/972-8063.

CALIFORNIA MOTOCROSS
CMA, Weekend of Champions, Sand Hill Ranch, Brentwood. Info: 209/524-7013.

CALIFORNIA SHORT TRACK
Outlaw, Sand Hill Ranch, Brentwood. Info: 510/516-2217.

CALIFORNIA MOTOCROSS
• GFI Northern Calif. Spring Series, Rnd 4, Oatfield MX, Turlock. Info: 209/667-7109 or 524-1432.

CALIFORNIA MOTOCROSS
CRC/AHRMA, Glen Helen, San Bernardino. Info: 805/272-8889.

FLORIDA MOTOCROSS
South Florida MX Championship Series, CM-MX, Clewiston. Info: 407/368-5882.

FLORIDA MOTOCROSS
FMC, Motocross of Marion Co., Reddick. Info: 904/591-2377 or 591-2050.

GEORGIA DUAL SPORT
GARTRA, Ellijay. Info: 404/974-8259.

ILLINOIS SWAP MEET
J&P Promotions Parts Extravaganza and Bike Show. Belle-Clair Fairgrounds, Belleville. Info: 319/462-6011.

IDAHO MOTOCROSS
Dexter Invitational, Fossil Bowl, Clarkia. Info: 208/245-3608 or 208/245-4940.

ILLINOIS MOTOCROSS
• AMA/Dean Sheldon/Tri City Motorcycle Club, Coal Valley. Info: 309/799-3882.

INDIANA GRAND PRIX
• Haspin Acres, Laurel. Info: 513/353-3555.

IOWA MOTOCROSS
• AMA/Stateline Trailriders Assn., Lamoni. Info: 515/784-6121.

KANSAS HARE SCRAMBLES
• K.O.R.R., Sprockets II River Track, Arkansas City. Info 316/636-5113.

KENTUCKY MOTOCROSS
AMA, Daniel Boone Motocross Park, London. Info: 606/877-1364.

MASSACHUSETTS MOTOCROSS
New England Sports Committee, Middleboro. Info: 413/772-0685.

MICHIGAN SWAP MEET
Half Mile Cycle Race Corp., Grand Center, Grand Rapids. Info: 616/941-0815.

MISSOURI ROAD RACE
Midwest Cafe Racing Assn., 2 hr. I-44 Challenge & 100k Endurance, Gateway International Raceway, St. Louis. Info: 314/771-2531.

NEVADA MOTOCROSS
OnTrac Events, Silver State Raceway, Carson City. Info: 702/267-4392.

NEW JERSEY MOTOCROSS
• AMA/Ken Landerman/Jay Irwin, D-6 Expert pts. & manufacturers contingency bonus day, Raceway Park Motocross, Englishtown. Info: 908/446-7800.

NEW YORK MOTOCROSS
• AMA Dist. #3, Broome Tioga Sports Center, Binghamton. Info: 607/648-4997 or 849-9615.

NORTH CAROLINA MOTOCROSS
• AMA, Pro-Am Motocross Series, Elizabeth City MC, Elizabeth City. Info: 804/792-5355.

NORTH CAROLINA HARE SCRAMBLES
• Mid East Hare Scrambles Stateline Motorcycle Club, Airport Hare Scramble, Hickory. Info: 704/484-9000 or 704/937-9177.

OHIO HARE SCRAMBLES
C.R.A./Salem Motorcycle Club, Salem Motorcycle Clubgrounds, Salem. Info: 216/427-6645.

OHIO MOTOCROSS
CRA, Malvern MX Park, Malvern. Info: 216/636-5505.

OKLAHOMA MOTOCROSS
RBH, Inc/OCCRA, Iron Man Race I, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA MOTOCROSS
AMA/District 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.

PENNSYLVANIA HARE SCRAMBLE
AMA Dist. 6/Flying Dutchmen Motorcycle Club, Inc., Pine Grove. Info: 717/ 345-6340 or 717/345-8734.

SOUTH CAROLINA MOTOCROSS
• Chris Boyd/Low Country MX, Hardeeville. Info: 803/757-4226.

TENNESSEE MOTOCROSS
AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

WASHINGTON MOTOCROSS
Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

WISCONSIN MOTOCROSS
Great Lakes Motocross, Union Grove. Info: 414/878-3783.

Tues, April 12

OKLAHOMA MOTOCROSS
RBH, Inc, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, April 13

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

April 15-17

ARKANSAS SPORT TOURING
Honda Sport Touring Assoc, Touring T.T.T. Talimena Twisties, Mena. Info: 405/920-1008

Fri, April 15

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SHORT TRACK
Indoor mini bikes, San Jose Speedway, San Jose. Info: 408/224-4412.

NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

OHIO MOTOCROSS
CRA, Summit Moto-X, Akron. Info: 216/636-5505.

TEXAS MOTOCROSS
Terry D. Codray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

April 16-17

CALIFORNIA DUAL SPORT
Team Dual Dogs, 5th Annual Dog Run Jerry Brenneman Memorial Dual Sport Ride, Dick Allen's Hon/Yam/Suz/ATK/KTM, Newhall. Info: 818/701-1913.

OREGON ARENACROSS
Curry County Fairgrounds, Gold Beach. Info: 503/247-2697.

SOUTH CAROLINA MOTOCROSS
Hammer 'n Hank Racing, Camp Coker Motorsports Park, Society Hill. Info: 803/378-4700.

UTAH MOTOCROSS
• USRA/Ogden Cycle Association, Hot Springs Raceway, Ogden. Info: 801/825-7744.

Sat, April 16

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, So. Cal. Vet Cup Spring Series, Rnd 3, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.

CALIFORNIA DUAL SPORT
Behr Services, Calaveras High School, San Andreas. Info: 415/367-1980.

CALIFORNIA DIRT TRACK
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA MOTOCROSS
W.S.D.R.A., AMA Pro-Am Series, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.

CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Nite Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

FLORIDA MOTOCROSS
• West Florida Motocross Park, Milton. Info: 904/623-6038 or 994-2884.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info: 417/744-2593.

NEW YORK MOTOCROSS
• Long Island Sports Committe, Bridgehampton Motocross Park, Bridgehampton. Info: 516/924-2399.

OHIO MOTOCROSS
CRA, Malvern MX Park, Malvern. Info: 216/636-5505.

OKLAHOMA MOTOCROSS
RBH, Inc, Summer Series Race 1, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

PENNSYLVANIA SUPERCROSS
• Trail-way Speedway, District 7 youth points, Hanover. Info: 717/359-4310.

TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info: 210/663-6419 or 521-2069.

Sun, April 17

ARIZONA MOTOCROSS
• GFI Arizona, All Arizona Series, Rnd 5/Ponca City qualifier, (the new) Phoeniz Raceway, Whittman. Info: 602/437-5767.

CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.

CALIFORNIA ROAD RACING
Northern California Mini Road Racing Association, Prairie City SVRVA, Sacramento. Info: 916/722-5517.

CALIFORNIA MOTOCROSS
• GFI Northern Calif. Spring Series, Hanford. Info: 209/584-8532 or 584-1064.

CALIFORNIA ENDURO
North Bay M/C Dist. 36, Sawmill National Enduro, Navarro. Info: 707/894-9214.

CALIFORNIA MOTOCROSS
AMA D-36/CCMA, Central Cal. Spring Series, Rnd 3, Shandon Lions Motocross, Shandon. Info: 805/434-3579.

CALIFORNIA MOTOCROSS
CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

GEORGIA HARE SCRAMBLE
SE&TRA Husky Hills Hare Scramble, Dallas. Info: 706/468-1328.

GEORGIA MOTOCROSS
Georgia Spring Series, Hillbilly Hills MX, Roberta. Info: 912/788-0413.

ILLINOIS SWAP MEET
J&P Promotions, 7th Annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

INDIANA HARE SCRAMBLES
Stoney Lonesome MC, Columbus. Info: 812/342-4411.

KANSAS HARE SCRAMBLES
Eastern Kansas Hare Scrambles Series, 1 man/2 hour, Santa Fe Trails Cycle Park, Carbondale. Info: 913/456-2516.

KENTUCKY HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series, Fordsville. Info: 615/331-1475.

MARYLAND MOTOCROSS/ HARE SCRAMBLES
• AMA Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS MOTOCROSS
New England Sports Committee, Middleboro. Info: 413/772-0685.

MICHIGAN SWAP MEET
Half Mile Cycle Race Corp., State Fairgrounds, Detroit. Info: 616/941-0815.

NEBRASKA MOTOCROSS
• Outlaw MX Series & Lincoln Cycle Racing, Spring Classic Series, Midwest MX Assn., Palmyra. Info: 913/456-2516.

NEW YORK HARE SCRAMBLES
NETRA Championship Series, Concord, Moticello. Info: 203/875-5757.

NORTH CAROLINA MOTOCROSS
N.C.H.S.A., Wilkes Co. Moto-X Park, Rutherforton. Info: 704/758-4342.

OKLAHOMA MOTOCROSS
Hillside Raceways, Muskogee. Info: 918/683-0585 or 687-3307.

OKLAHOMA MOTOCROSS
• Hillside Raceways, Inc., Spring Series, Muskogee. Info: 918/486-2116.

OREGON ROAD RACE
• OMRRA, Portland International Raceway, Portland. Info: 503/221-1487.

PENNSYLVANIA HARE SCRAMBLE
AMA Dist. 6/Flying Dutchmen Motorcycle Club, Inc., Pine Grove. Info: 717/ 345-6340 or 717/345-8734.

PENNSYLVANIA MOTOCROSS
CRA, Pymatuning, Holeshot Raceway, Linnesville. Info: 216/636-5505.

SOUTH CAROLINA HARE SCRAMBLES
• Mid East Hare Scrambles/Stateline Motorcycle Club, Red Hollow Hare Scramble, Greer. Info: 704/484-9000 or 704/937-9177.

TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Coalmont. Info: 615/692-2360.

TEXAS SWAP MEET
Texas Swap Meet, San Antonio Convention Center. Info: 214/216-5520.

VIRGINIA MOTOCROSS
• AMA, Pro-Am Motocross Series, Birch Creek Motosports, Danville. Info: 804/792-5355 or 836-0710.

WASHINGTON MOTOCROSS
Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

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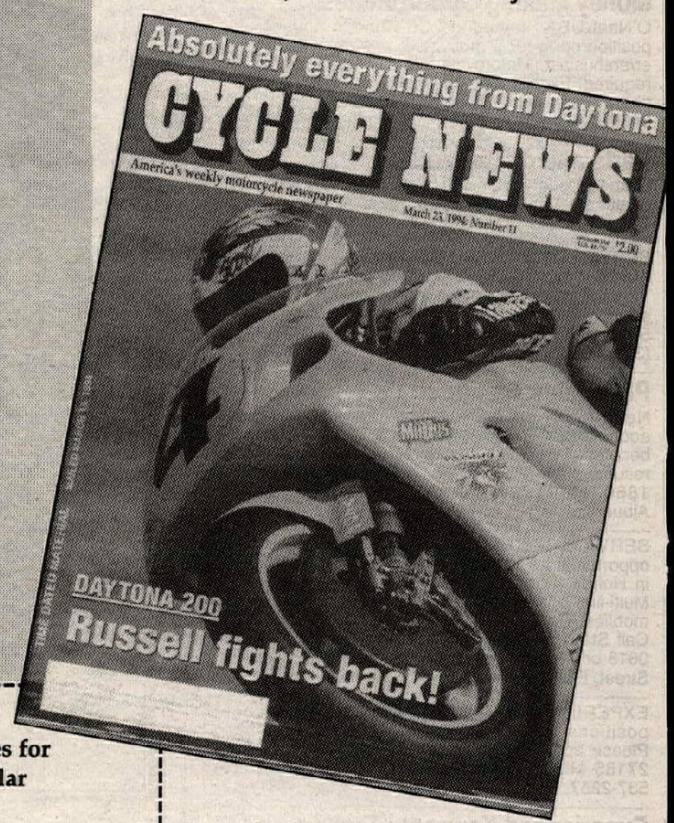

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TECHNICIAN WANTED: Barstow, California's leading independent accessory/service center needs a motivated professional. M/C, atv experience a must. Mark (619) 256-3600. CA. (109-12)

Motorcycle/Watercraft Technicians
Needed year round for Kawasaki, Suzuki dealer in Houston, TX. Will consider recent tech. school graduates. Call John (713) 445-4227. TX. (210-13)

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MECHANIC/PARTS PERSON. H-D BMW McCoy. US 41, Green Bay, Wisconsin 54303. (414) 494-5256. WI. (246-TFN)

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SERVICE TECH WANTED. Opportunity for versatile technician with background in Honda and Yamaha products. Pay based on experience. Call or send resume to: Cedar Rapids Honda/Yamaha, 5711 16th Ave. S.W., Cedar Rapids, Iowa 52404. (319) 396-2111. IA. (311-12)

P&A Sales Albuquerque, New Mexico
Need experienced full-time person for parts & accessories sales. Salary plus commission plus benefits. Top 30 Honda dealer in USA. Mail or fax resume. Fax (505) 296-6604. Call Danny (505) 293-1860. Mail M&M Honda, 1425 Wyoming NE, Albuquerque, NM 87112. NM. (311-12)

SERVICE TECHNICIANS WANTED. Immediate opportunity for versatile technician with background in Honda products. Income based on experience. Multi-line dealer in ATVs, bikes, watercraft & snowmobiles. Benefits include insurance and uniforms. Call Steve Hopkins at North End Cycle (219) 264-0618 or send resume to same at : 2426 Cassopolis Street, Elkhart, IN 46514. IN. (211-12)

EXPERIENCED PARTS AND service personnel positions open at Hayward Kawasaki/Yamaha. Please apply in person and contact Bruce or Eric. 27185 Mission Blvd, Hayward, CA 94544. (510) 537-2257. CA. (311-12)

Experienced Kawasaki Technician
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Service Department Positions
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Harley-Davidson Technician Wanted
Career minded person, committed to quality and personal growth needed to compliment established full service dealer. PHD training with at least 1 year dealer experience a must. Serious inquiries call Bob or Kirk for more info at (414) 782-1320 or write to: Hal's H-D, 2725 South 167th St., New Berlin, WI 53151. WI. (312-13)

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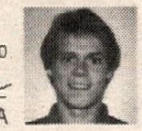

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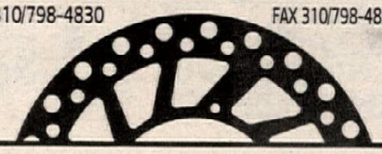

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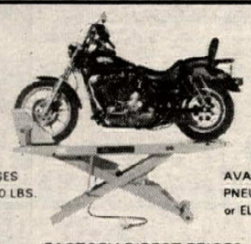

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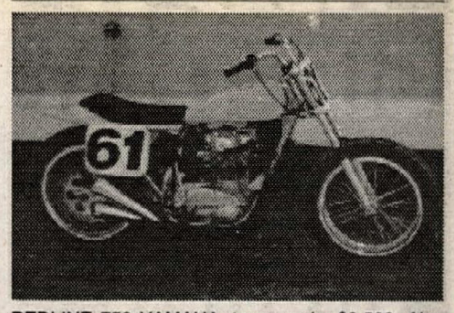

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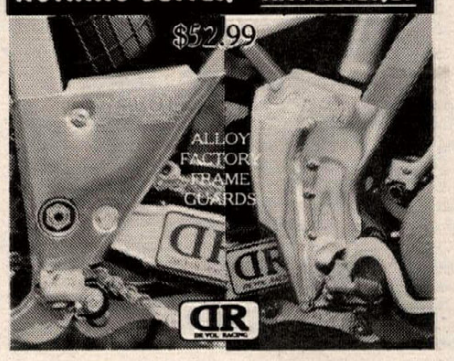

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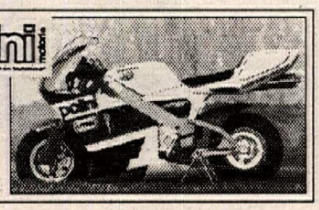

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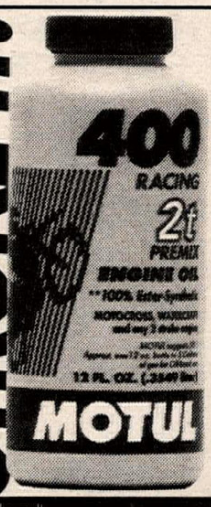

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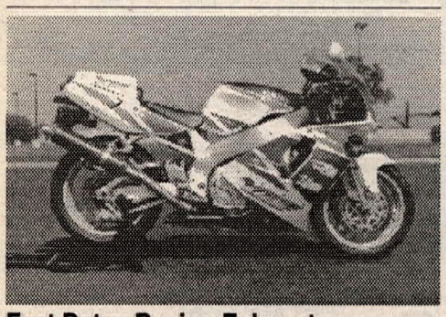

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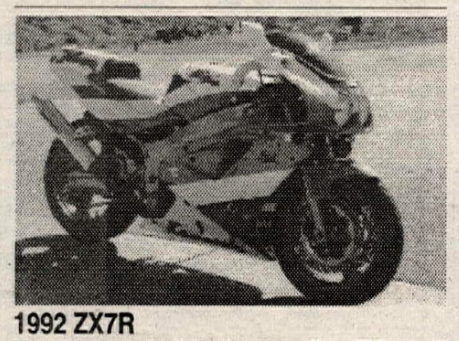

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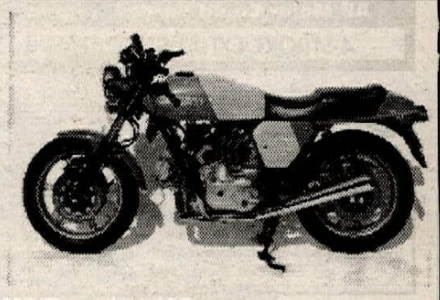

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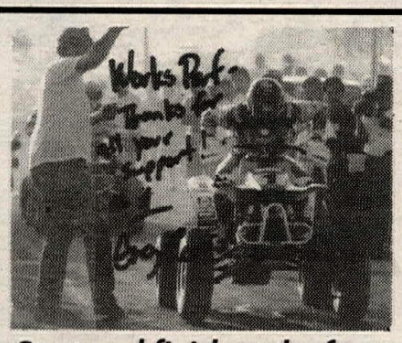

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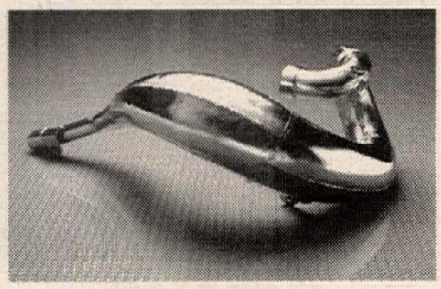

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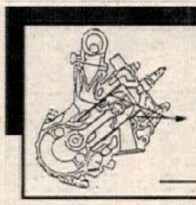

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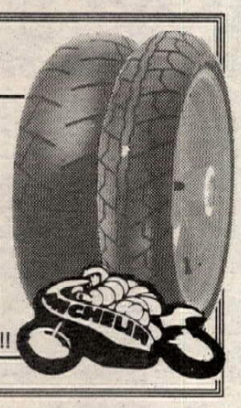

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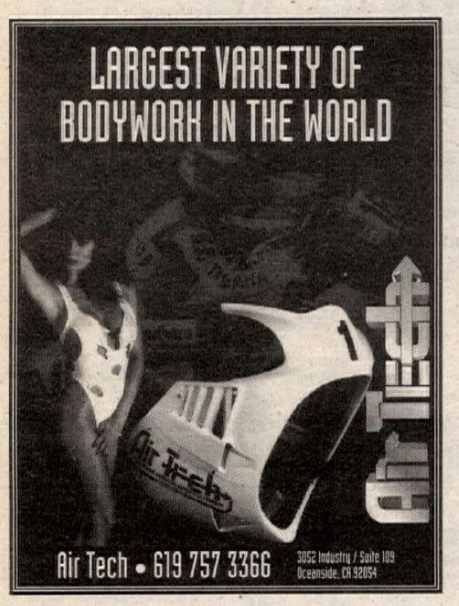

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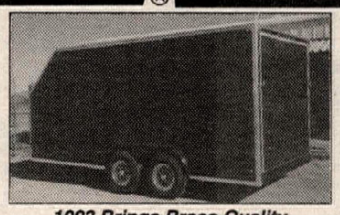

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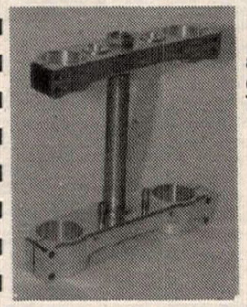

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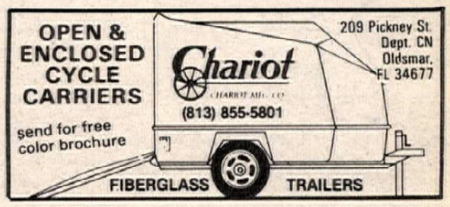

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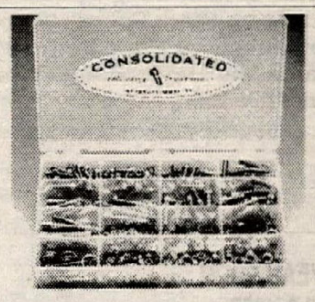

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Clean out your garage this weekend with a Cycle News Want Ad.

TEARDOWN

By Paul Carruthers

Here I sit in the press box at Municipal Stadium in Daytona Beach, Florida. I'm here not to cover the AMA Grand National Championship Short Track, but to simply watch races and enjoy myself.

So far I've watched 104 men and machines turn laps on a quarter-mile oval during qualifying. Over 90 of them have waved off their laps, and have started the whole process over again. I'm glad I got in for free, although if I did pay I guess I'd be getting my money's worth.

The track was watered heavily early in the evening, presumably in an effort to stop a blue groove from forming around the oval, thus making it a one-lined race track. Well, that pesky blue groove went ahead and formed anyway - at around 7:00 p.m. That was an hour and forty-five minutes ago. That's when opening ceremonies were scheduled to begin. My guess is that the opening ceremonies will get underway at roughly 9:15.

I'm a motorcycle racing enthusiast - always have been. I feel for those in attendance who aren't necessarily motorcycle racing enthusiasts. I doubt they'll come back. That's not so good.

What's wrong with dirt track racing, they ask? Well, let's see. It doesn't take a brain surgeon to figure out that this program will go into the wee hours of tomorrow morning. Can people handle that much seat time in one night? I think not.

Why, I wonder, are these guys qualifying just to qualify? People came here to see motorcycles race. So far they've seen three riders at a time ride single file around the race track twice - the second time they take one hand off the handlebars and wave at the official time keeper. This means they're not completely happy with that particular lap and they'll be back later. As I mentioned earlier, 90 of these guys aren't very pleased with their first attempts. They'll be back later.

Anyway, back to the problem solving. If people paid to watch people race, how about we give them that opportunity? In the supercross series they say there are only two heat races because they lack riders. Since there are over 100 of them here, I don't think that's the case. How about 10 heat races with 10 guys in each heat race? That, my friends, is big bang for the buck.

Ten heat races, a couple of semis, a Last Chance Qualifier, a National and we're out of here. Just in time for Saturday Night Live. At this rate, we'll be lucky to catch the P.T.L Club before heading to the track for tomorrow's Daytona 200. Hopefully, the traffic out of here won't be too bad and we can catch a quick brunch on the way back to the hotel.

Fortunately, the crowd seems to be fairly patient. We're lucky the British contingent who made the flight over for the Daytona 200 aren't soccer fans.

Time out: Jay Springsteen is on the race track. He waved off his first lap and just bobbled his way through a second chance that will hopefully qualify him for the program. Coming out here and not getting to see the Springer race would be a crime. Hey, there's another argument for doing away with these time trials. No matter what, we'd get to see the stars race.

It's almost nine o'clock. Ricky Graham just attempted to qualify. By 9:30 or so, we should know if we'll get to see him race later. By 11:30 or so, those who stayed home will get to see Saturday Night Live. I'll bet *it* starts on time.

It's now 9:04 p.m. Qualifying just ended. There's a tractor out on the race track. He's coming out of turn four right now. He seems to have found traction and is hooking up. So far, so good. He didn't wave off.

Thank God for Dave Despain. Like a good therapist, he'll talk us through this. Dave never waves off. Dave just plugged *Cycle News*. I like Dave more and more every day.

The press room here seems to be filling up - with both people and smoke. Gary Nixon just walked in. I bet Gary Nixon wouldn't have waved off tonight.

As I look out of the glass windows in front of me, I see there are several young dirt trackers walking the track. Ah, the endless energy of the young. I'm not certain of this, but I think Nixon just fell asleep.

Old Number 9 isn't the only dirt track legend who's calling the press room home on this wonderful night in Daytona. Sammy Tanner - the Flying Flea - is positoned just a few seats down from me. He's pretty disgusted with all the wave-offs. "I think I waved off about six times in my whole career," Tanner said. I believe him.

"Now, these guys get out here at noon for practice," he adds. "Heck, I think we used to show up at around six. We'd be road racing at the speedway all day and then head over here."

No wonder he never waved off. The Flea was probably a tad worn out. Hey, if you're tired enough, you're bound to do it right the first time. Maybe they should make those young guys walk the track before qualifying - say, 100 times or so. That will stop 'em from waving off.

Apparently, I'm not the only one who feels this way about timed qualifying. As a matter of fact, the AMA has made some changes...beginning with the next race. Who says decisions aren't made quickly by the guys in Ohio? It seems that timed qualifying has gone the way of, well, the 600cc class. No more timed qualifying. That's the new rule. Gone. No mas. It's a little too late for tonight, but it should stop the rest of these races from competing with Conan O'Brien.

While I was writing, things got started - a heat race here, a heat race there. Good, tight racing. See, racing is good. I told you so. Look what we've been missing. Now it's time for the Harley-Davidson 883 class. Restart-city. Hey, I think they've found just the cure for that darn blue groove. Just race a few of these motorcycles that weigh a shade less than an Electra-Glide, and let 'em crash. This is living proof that if you put enough weight behind some flying handlebars and footpegs, it'll chew that blue groove up and spit it out. Whew, we're talking problem solving here.

The National has just started, and the hands on my watch are hooking up and finding traction right around the 11:30 mark. Chris Carr is out front. This one is over. I don't care what color the groove is at Municipal Stadium, there's no beating Carr on this night. That's too bad. It's not that I'm not a Carr fan. In fact, I happen to like the guy a lot.

My problem is this betting pool that got started in the press box. I happened to pick Aaron Hill's name out of the hat. Thinking I was a shoo-in for at least show money based on his qualifying and heat-race performance, I was pretty happy with the pick. Then he went out and finished seventh in the National. He earned $825 and eight championship points for his efforts. I'm out ten bucks. CN

IN THE WIND

Continued from page 3

FMF Racing for several years while maintaining his own business, Varner Racing Engines, which he will close down as soon as possible. Varner brings over 15 years of professional experience to FMF and will be responsible for all of the firm's customer porting, and head and engine modification services.

CORRECTION: Doug Dubach was riding a Team Beach Sportcycles Yamaha entry tuned by Scott Buffaloe at the Atlanta and Daytona Supercross, the Gainesville 250cc MX Series opener and the Grand National Cross Country race in Ocala, Florida.

MOVED: The Women's International Motorsports Association, Inc. (WIMSA) to P.O. Box 3472, Idyllwild, CA 92549-3472. The new phone number is 909/659-4754 and the new fax number is 909/659-4764.

CORRECTION: Our coverage of the AMA/CCS 750cc Supersport race at Daytona International Speedway concluded that **Chuck Graves** was forced out of the race when the fairing on his Suzuki GSXR750 fell off. The fairing came loose after the Californian was pushed into a guardrail by another racer; our story may have led readers to believe that the fairing fell off without cause.

MOVED: Duke Video USA, to 27075 Cabot Road, #111, Laguna Hills, CA 92653. The new phone number is 714/582-1809 and the fax number has been changed to 714/582-6238.

AUTOGRAPH SIGNING: At Toolies Country in Phoenix, Arizona, on Thursday, March 24 at 8:00 p.m. during Phoenix International Raceway Rider's Night. Jamie James, Colin Edwards II, Mike Smith, Kevin Magee, Mike Hale, Dave Sadowski, Jim Randolph, Mark McDaniels, Randy Renfrow and David Estok are scheduled to appear.

AUTOGRAPH SIGNING: At Grapevine Kawasaki in Grapevine, Texas, on April 22 from 7:00 p.m. to 9:00 p.m. Team Kawasaki's Mike Kiedrowski, Mike LaRocco, and Robbie Reynard are scheduled to appear. For more information call 817/481-2500. CN

LOOKING BACK...

25 YEARS AGO
April 8, 1969...

The *Cycle News* April Fool's issue in 1969 featured coverage of the Mint 400 from Las Vegas, Nevada. The race was won by **Mike Patrick** and **Phil Bowers** who teamed up to ride a Yamaha DT-1 to the victory. Patrick and Bowers split $1500, while the winning dune buggy won $6000...**Gary Bailey** won three of four classes in the Spokane (Washington) MX...Bailey also won the Viewfinders Grand Prix, held in Westlake Village, California, beating **Gary Conrad** and **Lars Larsson**.

15 YEARS AGO
April 4, 1979...

The first AMA National MX of the 1979 season was held at Hangtown in California. **Bob Hannah** rode his **Keith McCarty**-tuned Yamaha to an easy 1-1 moto tally in the 250cc class. **Jimmy Weinert** was second in the first moto with **Marty Tripes** taking the runner-up spot in moto number two. The 125cc class saw **Broc Glover** and **Brian Myerscough** trade moto wins. **Jeff Ward** and **Mark Barnett** swapped second-place finishes in the two motos. Privateer Maico rider **John Roeder** claimed Tripes' works Honda by posting a $3500 check...**Bruce Ogilvie** and **Chuck Miller** combined to give Yamaha the victory in the SCORE Mexacali 250 in Baja California, Mexico. **Scot Harden** and **Brent Wallingsford** rode a Husqvarna to second place...16-year-old **Jimmy Filice** won 15 races in 21 tries in his first-ever Pro Novice races during Daytona Speed Week...A **Triumph Silver Jubilee** was listed in the Want Ads section for $2500...

5 YEARS AGO
March 29, 1989...

Michigan's **Jeff Stanton** edged **Johnny O'Mara** and **Ron Lechien** to win the Houston Astrodome round of the AMA Camel Supercross Series. **Mike LaRocco** won the 125cc main event, beating **Mike Kiedrowski** and **Jeff Matiasvich**...The first round of the AMA Grand National Cross Country Series in Sanford, North Carolina, was won by **Ed Lojak**. Lojak topped **Scott Plessinger** and **Kevin Brown**. **Randy Morales** and **Chuck Miller** combined to win the Mojave 250 in Lucerne Valley, California...The Spring Speedway Classic was won by **Bobby Schwartz**, posting a third-place finish in Long Beach and a win in Costa Mesa, California... CN

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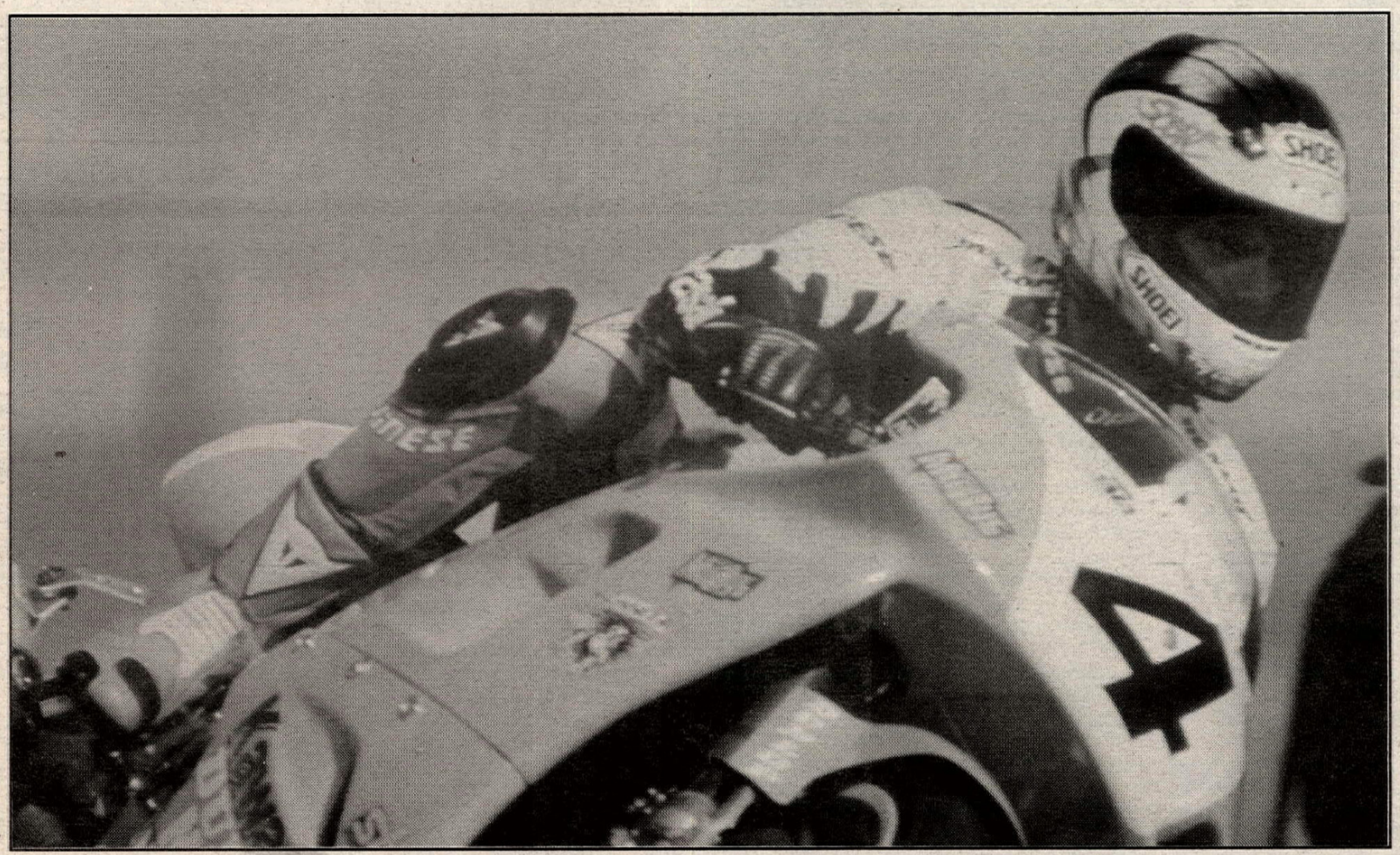

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125cc National MX
1st **JEFF EMIG** - Team Yamaha

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3rd **FRED ANDREWS** - Team Yamaha

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